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SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

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IN THE DOG WATCH.

It appears to have been the custom at Gravesend for many years to drag a boat on fire through the streets on Lord Mayor's Day (Nov. 9), which boat is generally stolen from some ship. If it were the custom to burn a coffin-ship instead, the practice would be more honoured in the observance than in the breach.

Colonel Gourlay, M.P., is not the only sensible shipowner who admits that the seamen have rights as well as himself. Mr. George Lidgett, of Plymouth, for instance, writes to one of the officials of the Seamen's Union:—"I have examined the Provision scale which you have submitted for our consideration, and have no hesitation in supporting the legal adoption of the improved scale. Every reasonable change for the improvement of our great marine shall certainly have our support." Good. The pity is that all shipowners are not equally reasonable with Mr. Lidgett.

On page 3 will be found extracts from the 38th quarterly report of the Associated Shipwrights' Society, containing matter of much interest to the members of that craft, respecting whose organisation we shall have something to say weekly in future. Meanwhile we congratulate them on its progress.

Mr. J. Clark Hall, Registrar-General of Shipping and Seamen, is a public official paid by the public, therefore more than one of our correspondents want to know how he came to attend a meeting of such a partisan body as the London Shipmasters' Society, which is one of the allies of the Shipping Federation, whose mission is to stir up strife and trample upon the seamen. This is a question which Mr. Clark Hall himself is best able to answer, but as he has never attended meetings of the Seamen's Union, it is not surprising that the question should be put.

It appears that his exact words about firemen were:—"Amongst landmen the rate of suicide is about one in 10,000 per annum; amongst firemen it is one in 900. We all know that firemen are not a very sober or steady class of men; that they are very often sent into the stokehole, at 120 degrees temperature, to do a four hours' spell after they have had a drunken debauch; and human nature cannot stand it. If you read the terrible descriptions in the log you would see how that John Smith, fireman,

threw down his shovel declaring he could 'stand it no longer,' and then, rushing on deck, jumped overboard."

So Mr. Hall regards the log as gospel. That explains the faith with which he accepts and reports as due to natural causes deaths which—according to some of our readers who were on the spot—were due to violence. If Mr. Hall consulted the seamen and heard their version of the deaths which he has to chronicle, his faith in the log might be somewhat shaken, and his virtuous indignation over the lapses of the poor firemen from the path of sobriety might be tempered with sympathy for their Union. As the new broom, Mr. Hall very naturally aspires to sweep clean. If so let him stop the official charges levied on the newspapers by his department for information of importance to seafaring men. If he is shocked at the drunkenness of the firemen, let him study the cause of it, and put himself in touch rather with those who are attempting to elevate the firemen than with those who seek to keep them in ignorance, slavery, and vice.

Writing from Commercial-road, Limehouse, a correspondent says:—"In reference to what your correspondent states that the office of the Shipping Federation is now used as a second hand furniture repository. I beg to state that I have opened those premises for the sale of new goods only." We are glad to insert this correction, which is quite consistent with the statement of last week's correspondent that the business of the Federation is relegated to a back room upstairs. Evidently the furniture-dealing business is the more prosperous.

Commander Robinson, R.N., equally distinguished as naval officer and as journalist, has just given to the world a delightful and valuable book, entitled, "The Sea Service," capital y written and magnificently illustrated. So profuse, indeed, are the illustrations, that the publication might at first sight be mistaken for a boy's book, but for the letterpress in which the author sketches the history of the British Navy, and points out the vital importance of her marine to the nation. The volume is but small, and the sketch necessarily gives the merest bird's-eye view of a large and vitally important subject. Yet the author has not only contrived to treat it in such a way as should enlighten the public, but to tell much that is new even to well-informed seamen.

"Real Sailors' Songs" is the title of a recently issued book containing songs really sung by sailors. Among them a

well-known one on the Greenland Whale Fishery, has—referring to the captain—the verse:—

The losing of this whale, brave boys,
Did grieve his heart full sore,
But the losing of his five brave men
Did grieve him ten times more.

By old whalers we have heard it sung:—

The losing of the 'prentice boys
Did grieve our skipper sore,
But the losing of that great big whale
Grieved him a great deal more.

It would be interesting to know which is the correct version. Thackeray, it appears, was very fond of this song.

It is surely a sign of the times, and striking evidence of the progress of Labour, to find a London morning paper saying:—

The Labour party in the country need not concern itself with the feigned sympathy of an expiring Parliament; and the only way to insure that justice shall be done to Labour in the next Parliament is to confront the candidates of both sides with the legitimate demands of the workers, and, wherever possible, to return to the House of Commons men taken from the field, the factory, and the mine, to do battle for their fellow-workmen on the floor of the House of Commons.

Yet this is an extract from the *Daily Chronicle*.

The recent case of the *Benvenue*, wrecked within a short distance of the shore, from which communication could not, or at least was not established for some time, has attracted attention to the project of establishing communication with the shore from a ship by means of a kite, which must be tailless. Anyone who can invent and patent such a thing, workable in the worst of weathers, will not only save many lives, but make money.

With the erotic Irish bard many a sailor could say:—

The time I've lost in wooing,
In watching and pursuing
The light that lies in woman's eyes,
Has been my heart's undoing.

Though wisdom oft has sought me,
I scorned the love she brought me,
My only boots were woman's looks,
And folly's all they've taught me.

As the lass that loves a sailor is too often actuated by mere mercenary motives, it behoves the unsophisticated tar to keep his weather eye open when any unknown craft rigged in petticoats comes alongside offering to act as pilot. Most sailors know this to their sorrow, and are aware of the necessity of equal caution in dealing with male pilots who profess, in the most disinterested way, their desire to provide the newly landed mariner with board and lodging.

Seamen's boarding-houses are so frequently anything but what they should be, that, as our readers are aware, we decline to advertise seamen's boarding-houses at any price without satisfactory evidence that the houses can be recommended.

An illustration has just cropped up at North Shields of the treatment seamen too often receive at the hands of boarding-house keepers, one of which fraternity has been fined and ordered to deliver up clothes belonging to a seafaring boarder, which were detained on the plea of an old debt, in which the Bench did not seem to believe, laying it down, however, that defendant had no right to detain the clothes for an old debt.

When will seamen learn to board only at such establishments as their Union can recommend? It is well known that, although the rule is that all boarding-houses recommended by the Union shall be advertised in SEAFARING, a great many of them are not so advertised—a matter which Branch officials should see to, as our list of respectable houses should be made complete in order to be useful to seamen visiting the various ports.

As our columns are open, it is matter for comment on the part of more than one correspondent that some of the lawyers employed by the Sailors' and Firemen's Union do not call attention to cases of interest to seafaring men. Such a case has just been decided in the Court of Appeal, turning upon the question whether a ship is unseaworthy when rails taking the place of bulwarks happen to be temporarily unshipped. During the temporary absence of such rails in a heavy storm a sailor on duty aboard the *Predano*, s., was thrown overboard by a lurch of the ship at the place—opposite the hatchways—where they should have been. An action was brought, under Lord Campbell's Act, against the owners, Messrs. Pinkney & Sons' Steamship Company, Limited, by the widow, it being alleged that the accident took place while the ship was unseaworthy by reason of the absence of the rails, and the jury at Durham gave the widow a verdict for £175. This decision has been upset on appeal, the superior Court deciding that the law of England holds that the owner is not liable. That being so, the sooner the law is altered the better. The decision may be good law, but it is neither in accordance with common sense nor justice.

That the rails were not in their place was not disputed, nor that this was due to the negligence of the master. Neither was it disputed that if they had been in their place the man would not have been lost. Now, if a foreman in a factory neglected some precaution against accident, which neglect rendered an accident possible, and an accident did consequently occur, the owners of the factory would be liable. The owners of a ship are not according to this decision, which consequently is but another proof of the urgent need for the extension of the Employers' Liability Act to seamen.

The proposal to establish electric communication between land and lighthouses, etc., which had been half forgotten by the general public, has been revived by the disastrous results of last week's gale. On another page we print a letter on the subject, and, as we have always been in favour

of the proposal, we have much pleasure in commending our correspondent's object to the assistance of all seafaring folk and their friends. The various Branches of the Seamen's Union could greatly help this movement for the saving of life if they would bring the subject before the papers and M.P.'s for their respective districts. Ship-owners as well as seamen are agreed as to the need of the suggested communication. So, too, in the abstract, are the Government. Ways and means are the only difficulty, and these will, as usual, be found if a sufficiently strong public opinion can be aroused on the subject.

At Greenock seven seamen, Thomas Sweeney, Patrick Green, Richard Preston, Samuel Lappin, Bernard Sharp, William Barclay, and John Tatten, have been charged with having, after being engaged to serve on board the ship *Lismore*, of Glasgow, for New York, disobeyed the orders of Captain Angus Ferguson and the chief mate, John Wilson, by refusing to man the windlass. All pleaded guilty with the exception of Tatten, who stated that he had been physically unfit to perform the duty, and the charge against him was withdrawn. It was alleged by the men that the fore-castle of the ship was not fit to live in, but the captain denied this, and stated that the ship was only six years old. The crew number 27, and the men charged were the only ones who refused to obey orders. They were sentenced to three weeks' imprisonment, with hard labour. It would be interesting to have fuller particulars of this case. From the above report it would appear that the uncorroborated word of the master was accepted against that of six men. The fact that the rest of the crew did not take their part does not necessarily prove that the six men were wrong. It may be that the six had the courage of their opinions, and the rest had not. If so, grievous injustice was done to the six.

It is reported that a few weeks ago the new American barquentine *Steadfast* was wrecked on the island of St. Croix, while on her way from Trinidad to Philadelphia. The crew, we read, have just arrived at their destination, and report that the wreck was caused by a mirage, which made the island seem many miles away when the vessel was close to the reefs. This reminds the present writer of finding the land by a Will-o'-the-Wisp on a coast where there was no other light—an incident which saved his life and that of the rest of a boat's crew.

Here are the benevolent aspirations of the vast majority of the candidates for Parliament now before the constituencies seeking the votes of working men to place them in power:—

Let us corner up the sunbeams
Lying all around our path;
Get a trust on wheat and roses,
Give the poor the thorns and chaff.
Let us find our chiefest pleasure
Hoarding bounties of to-day,
So the poor shall have scant measure
And two prices have to pay.

Yes, we'll reservoir the rivers,
And we'll levy on the lakes,
And we'll lay a trifling toll-tax
On each poor man who partakes;
We'll brand his number on him
That he'll carry through his life;
We'll apprentice all his children,
Get a mortgage on his wife.

We will capture e'en the wind-god,
And confine him in a cave;
And then, through our patent process,
We the atmosphere will save;
Thus we'll squeeze our little brother
When he tries his lungs to fill,
Put a metre on his wind-pipe
And present our little bill.
We will syndicate the starlight,
And monopolise the moon!
Claim a royalty on rest-days,
A proprietary noon;
For right of way through ocean's spray
We'll charge just what it's worth;
We'll drive our stakes around the lakes—
In fact, we'll own the earth.

SPREADING THE LIGHT.

MEETING AT GOOLE.

Mr. E. Cathery, one of the organising secretaries of the Sailors' and Firemen's Union, addressed a meeting at Goole, Nov. 13, on the past and present condition of the British Mercantile Marine and the future policy of the Union. In 1887, at Sunderland, the Union first commenced, and now had 100 Branches. In 1887, in Bristol

THE WAGES

in sailing vessels were £2 15s.; Glasgow, £2 10s. to £2 15s.; Liverpool, £2 10s.; London, £2 10s. to £2 15s.; Newcastle and Shields, £2 10s. to £3. In the same year for steamers the wages ran as follows:—Bristol, £3 10s.; Glasgow, £3 to £3 5s.; Liverpool, £2 10s. to £3 10s.; London, Newcastle, and Shields, £3 10s. These were the standard wages paid when the Union commenced its existence. In 1888 the wages were, thanks to the Union, advanced slowly, and in 1889 they had increased as follows:—Bristol, sail, £3 10s.; steam, £4 10s.; Glasgow, sail, £3 10s.; steam, £3 10s. to £4; Liverpool, steam, £3 10s. to £4; London, sail, £2 10s. to £3 10s.; steam, £3 10s. to £4 10s.; Newcastle and Shields, sail, £3 to £3 10s.; steam, £4 to £4 10s. These returns showed wages had increased from 30 to 40 per cent. since the Union had been established. In 1890 the Union was supposed to have attained its tip-top height, and shipowners began to put their heads together in order to crush it. They found it was making rapid progress, and began to fear their having to dip their hands deeper into their pockets. "We must smash Wilson and his Union," said they. But they had not done so; and, in spite of their capital, the Union was to-day in a flourishing condition. (Applause.) It had about 70,000 members at its back; and when they found it determined to still go on, it became the duty of every man sailing in the British Mercantile Marine to rally round it and benefit the community. It would still go on and do its best towards getting Parliamentary legislation for a great many of the grievances which they had had to remedy in times gone by with strikes. They did not intend to have bitter disputes. They had a better remedy in imitating their brethren in Australia, who now sent their own men to Parliament to bring in the necessary Bills and make them law. (Applause.)

Mr. Cathery having explained the various Parliamentary Bills which are being pressed forward by the Union for the purpose of improving the position of seamen, referred to the

SHIPPING FEDERATION,

who had forced the Federation ticket, and, therefore, the Union had an equal right to

force the Union ticket upon them. The shipowners did not want this, and threatened to crush the Union. But even the shipowners had been led away. Many of them had imagined, when the Federation started, that the Union would be smashed up in three or four months, and wages reduced, and now they were compelled to uphold the Federation without getting anything for their money. After quoting an extract of Tom Mann's cross-examination of Mr. Lawes on the Labour Commission, which showed that the Federation ticket money was in the hands of gentlemen who were all shipowners, Mr. Cathery, in proceeding, said it proved that the Shipping Federation wanted a man to subscribe to a thing in which he had

NO VOICE,

and, as Mr. Lawes had said, "was never likely to have." The Seamen's Union offered facilities to every member who attended his Branch meeting for finding out where his money went. If a little more of the street-corner talk was abolished, and men attended their Branch meetings more frequently, the Union would not have so many difficulties to contend with from time to time. There was a shipowner in Goole who would

REDUCE WAGES

if he could. If Goole men remained outside the Union they need not be surprised if wages dropped to 26s. per week in Goole. The shipowners were trying every scheme to effect this; but the Union would endeavour to keep them up.

Mr. Cathery next dwelt upon the importance of Labour representation, and advocated the payment of M.P.'s. He also urged the meeting to vote at the elections for men, irrespective of party politics, who would support Labour in Parliament, adding that the Union had a good five years' work before it in carrying out the reforms he had indicated. It would be God help the seamen if shipowners ever got the upper hand of the Seamen's Union. They would take vengeance for the money expended in trying to crush them, and this compelled the Union to do many things it did not care to do. In conclusion, he urged upon all present to rally round the Union, and thus strengthen its position. Mr. Cathery, who had spoken for one hour and a quarter, resumed his seat amidst applause.

The chairman called upon Mr. Holliday (Shipwrights) to move the following resolution:—"That this meeting of sailors, firemen, and others of the port of Goole pledge themselves to use their utmost endeavour

TO BUILD UP

the position of the Union, as we believe it is the only means by which the seamen of the British Mercantile Marine can work out their emancipation and better their conditions of labour."

Mr. Holliday, in moving the resolution, said the great question of the day was Organise! Trades Unionism had never been so popular as it was at the present time—(applause)—and he was glad to see it, because he knew from personal experience that it had been the means of bettering the condition of the shipwrights and that of the sailors and firemen. It had raised wages to the extent of 4s. per week; and this was a great advantage to them and their families. He would ask them to foster the principles of combination—they would do nothing without they combined.

He would also urge upon them the necessity of

EXERCISING THRIFT.

It was a grand thing, and would enable them to fight any battle or sudden emergency. He had the greatest possible pleasure in moving the resolution.

Mr. W. R. Chappel (Branch secretary) seconded. Mr. Cathery and himself had been visiting some of the Goole ships that week, to find out some of the reasons why the men stayed away from the Union. They got some

AMUSING ANSWERS.

One man remarked that he should not join because he was an Irishman. (Laughter.) Another because Wilson had gone to prison. Jack didn't join because Bill hadn't; and Bill wouldn't because Tom didn't. But if they did not, he would tell them what would happen. If the Union went down in Goole, the wages would be reduced to 24s. per week, and perhaps less. The shipowners in Goole had known their strength was not up to its usual number—but it was row—and had, therefore, been encroaching upon the men's time. Why, ships were leaving Goole now which were not fit for men to go to sea in. A fortnight ago he found a ship about to leave, and the Examiner of Customs himself admitted the ship was not fit. The men came out, and part of the cargo had to be taken out before the ship sailed. When the ship arrived home again the men got orders to leave. Probably the shipowners knew the men had not paid up their arrears. A fresh crew was placed on board, to whom he told the circumstances, with the result that they would not go to sea without his sanction. (Applause.) But

THE MEN MUST DO THEIR PART

by backing him up. They had 578 paid-up members in Goole at the present time, and he told a shipowner so the other day. If the men supported his action, he was bound to be listened to by the shipowners. He did not like strikes, and the fact that he was endeavouring to form a Board of Conciliation, proved he was no lover of strikes. (Applause.) He would entreat them to come forward to fight the battle before them. He would not give a fig for the man who would share in the benefits he had never helped to fight for. The other day he went on board a ship at Goole, and found this agreement: "24 hours' notice to be given on either side; seamen's notice not to terminate on sailing day." If a ship came into Goole on Monday and sailed again on Wednesday, and the notice could not terminate on sailing day, when was the notice to be given? He had actually found men to sign articles which said: "24 hours' notice to be given by the man, and instant dismissal by the master when he thought proper." What could a man be thinking about when he signed a thing of that sort? If the man did not understand the articles when read over, let him make them be read over again. In many cases in Goole he believed they never took the trouble to read them at all. He hoped the men would

TAKE MORE INTEREST

in these things. Let them combine and work together as one man. Let them join the Union, stick to it, and it would stick to them. (Applause.)

The usual votes of thanks brought the proceedings, which had been most orderly, to a close.

ASSOCIATED SHIPWRIGHTS' SOCIETY.

QUARTERLY REPORT.

JULY, AUGUST, SEPTEMBER, 1891.

STATE OF TRADE.

The following is extracted from the above report:—

We are glad to see by "Lloyd's Returns" that while the amount of tonnage under construction is some 67,000 tons less at Sept. 30 than at June 30, 1891, the amount of tonnage and number of vessels preparing to be built is greater at Sept. 30, 1891, than at the end of last quarter. The numbers being 110 vessels of 189,070 tons, as against 107 vessels of 156,253 tons at end of June last; and amongst those classed as preparing we notice there is one or two for the Atlantic trade which are expected to beat the record. We are also pleased to find from the tabulated statements sent in by Branches that while some report trade dull, many are still enabled to report trade very good, good, and fair; which with the improvement foreshadowed in Lloyd's returns should keep our members who are working at new work fairly employed during the coming winter. On the other hand, our members in some of the repairing ports, state they have not had so dull a summer for some years back. As we are being continually asked at this office when times begin to be a little dull for information as to the state of trade in the different ports, we would respectfully request our district and branch secretaries, as is done in similar societies, to forward us a little

FULLER REPORT

of the state of trade than is contained in the financial table statement, and which would, perhaps, meet the desires of those enquirers to which we have referred. While we have had no general dispute during the quarter, still, as we had to state in our last report, these petty differences as to the demarkation of work has continued. But now that the Tyne list of work, as arranged by the Referee Court, is now in the printers' hands, and will shortly be issued to these members, we may fully hope it may be the means, in that district at least, of terminating some of these differences. We referred last quarter to the number of members thrown idle by the platers' and rivetters'

DISPUTE ON THE CLYDE;

also by the engineers' and plumbers' dispute at Jarrow, which is verified by the increase of our unemployed payments. And while we write the air is resounding, and the press of the north-east coast abounding with reports of industrial wars and rumours of wars in that district. This we consider unfortunate, because no matter if they never get beyond rumours, still even these rumours of the unsettled state of the district militates against the trade of the district; thus, in the end, the

WORKMEN WILL SUFFER.

And while we demand and claim the fullest recognition of labour, and the workmen's right to state on what terms and conditions he will dispose of his labour, still we would much prefer, and we believe it would also be beneficial to labour as a whole, if some

method could be adopted—such as a court or committee of first reference, composed of representatives of all parties interested, with a neutral and impartial chairman, where such matters could be fully and fairly discussed before any resort to extreme measures was adopted on either side. We understand several

CONCILIATION BOARDS

have been formed in a number of towns, and for special industries, with fair success; and it would be well for our members to think over this important matter, and to consider whether or not they would be in favour of some such means of arranging these differences which will occur, instead of the far too common practice of force first and conference afterwards.

BRANCHES.

In arranging their part, Hull members have agreed to work it as Hull (A) and Hull (B) and Beverley Branches, which with Grimsby and Goole shall at present form the Humber District. So that with these recent additions this brings the number of Branches up to 71.

MEMBERS.

We started the quarter with 8,329, and we stated in our last report that we expected with the recent additions the membership would nearly reach 10,000, and the facts show that we are not far from that number, which we expect shall be reached before the end of the year. The figures are, including New, Transferred, and Assimilated members we added, 2,124, making 10,453; there were Transferred, Lapsed, Died, or Gone Abroad, 694, leaving our membership 9,759 at September 30, 1891. We give each and all of these new and assimilated members a hearty and friendly welcome. It must be patent to the most superficial observer amongst us that never before in the history of our trade, or in the changing conditions of labour, was it ever more necessary that we should be united in one powerful, compact, and

CONSOLIDATED ORGANISATION.

for not only have we to contend with the ever-varying classes of vessels, the continual advancements in naval architecture, and the consequent changes in construction, which we trust our members will study and adapt themselves thereto, but we have an ever-increasing number of industrial firms becoming limited liability companies, with enormous capital. Therefore, if we, as a trade, desire or expect to have some voice in arranging the value, or in the disposal of our labour with the representatives of such great Unions of capital, then we must combine in one

SOLID AND COMPACT ORGANISATION, and, seeing that the United Kingdom Amalgamated Society of Shipwrights, according to some, has held its last conference last July, in Liverpool. Whether this be so or not, in name of, and for the benefit of our common trade, we give those, and all other shipwrights not yet with us, a cordial invitation to assimilate with our Association, as the Humber and most of the Mersey ports have done. As we have repeatedly pointed out to members, and to ports assimilating with us, that they should do so in spirit as well as in body, and that they should bear and forbear with their fellow members throughout the whole circle of the Association—agree to disagree.

As everyone knows, who has had any experience in working trade societies, that it is much more

DIFFICULT TO WORK

a general organisation in a trade such as ours, where there has been so many purely local societies, than in one where little or no organisation had at all previously existed. Therefore, we trust members in both old and new Branches will keep this fact in mind when differences do occur, and, instead of raising local feeling and causing friction will rather

ASSIST THEIR EXECUTIVE

to work the Association as harmoniously as possible. No doubt the Executive would be nice fellows for a short time if they complied with every request sent them from some branch meetings, irrespective of our registered rules; or if they allowed illegal use of the funds to pass unchallenged. But if we did so, it would be as detrimental to these very members themselves, and all others, because such actions would soon begot want of confidence, when we would soon have no funds nor organisation. Therefore, we trust all thinking members, in the interests of our trade will

LOYALLY SUPPORT

their Executive in maintaining the uniform working of the Association. It would appear that it is impossible that any movement made, or any action taken, with a view of extending our Association and consolidating our organisation, can meet with the approval of all members. At the same time, we do not think there is any reasonable member but will feel satisfied and gratified at the substantial progress made, both numerically and financially, by our Association; and that the assimilations just arranged has been beneficial to our Union, and will be a great advantage to our trade. This should be a strong incentive to all officers and acting members to assist, as far as they possibly can, to secure all eligible shipwrights as members. And that every effort should be made to further

INCREASE THE FUND

to be financially secure we should have one hundred thousand instead of twenty-one thousand pounds, and even the larger sum would only be a sum equal to the funeral allowance paid to full benefit members. The employers' great power simply lies in their financial resources and almost unlimited command of capital. Therefore, until we have a sufficient reserve fund to meet our deferred liabilities, it would be a most suicidal policy to be continually adding to our expenditure without providing an adequate source of income to meet the same; and we trust members, as a whole, will see the folly of this seemingly popular

CRY IN SOME BRANCHES

of always encroaching on the funds for every movement that springs up.

FINANCE.

The income for the quarter is £3,369 17s. 7d., the outlay £1,980 14s. 0d., which leaves a gain of £1,989 3s. 6d., which, added to the worth at the beginning of the quarter (£19,863 8s. 7d.), makes a balance in favour of the Association of £21,852 12s. 1d., at Sept. 30, 1891. This quarter's income is nearly £500 more than last quarter, and nearly £1,500 more than the same quarter last year, and the outlay is £238

MORE THAN LAST QUARTER.

and £671 more than the same quarter last year. It will be seen by these figures that the larger income is greater in proportion

than the increased outlay. Through those disputes already referred to, which laid so many of our members idle on the Clyde and Tyne, the unemployed benefit rose from £17 paid in the first quarter of 1891, £33 paid in the second, to £315 paid last quarter. But we are pleased to note that notwithstanding the number of Branches assimilated, the sick, accident, and superannuated benefit fell from £519 in the first quarter of 1891, £553 in the second, to £479 last quarter.

TRADE UNION CONGRESS.

As will be seen by the table of votes of the 69th Voting Paper, Messrs. A. Wilkie and J. Heslop were elected to represent our Association at the Trades Union Congress of 1891. But in arranging the official report the compiler has inadvertently added the names of other three representatives who, in response to the clause for fuller representation on page 6 of last report, were elected by and represented their respective Branches, whose members voluntarily subscribed their expenses, viz., Messrs. J. Garrick, North Shields; J. McKay, Walker, and T. Swan, Blyth. The Hull Shipwrights sent Messrs. Millington and Wright; and Belfast Society sent Mr. J. Burland. The question of the representation of our trade at these Congresses will require to be fully considered before another one comes round, and, seeing we have supplied a

CONGRESS REPORT

for every financial member, we will not here at this time enter into any statement of its proceedings. But we have just received the following circular from the Parliamentary Committee:—

"THE TRADE UNION CONGRESS PARLIAMENTARY COMMITTEE,
19, Buckingham Street, Strand, London, W.C.,
October 17, 1891.

IMPORTANT NOTICE.

To the Officers of Trade Societies and Trades Councils.—Gentlemen,—We desire to call your attention to an important error on page 53 of Congress Report. Mr. Hardie's Amendment, as recorded by the Official Minute Book, and corroborated by the report in the *Newcastle Daily Chronicle*, should read as follows:—"That legislation regulating the hours of labour shall be enforced on all trades and occupations, save where a majority of the organised members of any trade or occupation protest by a ballot vote against the same."

The resolution in the Official Report is as follows:—

"That legislation regulating hours of labour to eight per day shall be in force in all trades and occupations save where a majority of the organised members of any trade or occupation protest by a ballot voting against the same."

We fully hope the result of this difference, no matter how it has occurred, either by arrangement or otherwise, will be an alteration of the Standing Orders, so that no amendment will be put to the vote in Congress unless printed on the agenda paper following the proposition to which it refers.

The method so much in vogue last Congress was a most unsatisfactory system.

DOCKYARD SHIPWRIGHTS.

As will be seen on other pages of this report, H.M. Dockyard Shipwrights have been in evidence lately. We reprint somewhat fully reports of their meetings as reported by the local press of these Dockyard towns, to show that the matter is not being agitated by outsiders as some in power would like to insinuate, but simply and purely by themselves because of the unfair manner they feel they have been

treated, and also to show that they have men amongst them able and willing to express their views and expose their

GRIEVANCES.

But it must be patent to all, as we find in the negotiation with the representatives of capital elsewhere, that unless they have the force and power of Union behind their representatives they are simply like the flowers that are born to blush unseen, they waste their sweetness on the desert air, and in like manner the Dockyard Shipwrights will

SIMPLY WASTE

time and money on petitions, etc., unless they become thoroughly organised with their fellow Shipwrights not only throughout the country, but with all working under the British flag, and then, if possible, to be federated with the workers of all industries. As regards the statements in

MR. FORWOOD'S LETTER,

where he says "that he adopted the average rates paid in private establishments as the basis of his recommendations on which to adjust the dockyard pay," we most respectfully beg to state that the average even for the last ten years of the ports where Government vessels have been built, is much greater than the amount he states, which any impartial inquiry could easily verify. Mr. Forwood refers to the time lost by bad weather. Yes, we are painfully aware of the fact in some firms; but then there is not so much time lost from this cause in other firms, but in any case the men are not paid for the time lost, and we cannot see how this in any way can be used as an argument for the payment of

LOW WAGES

by any employers, far less by the Government of this great country, and if there is any benefit in the continuity of employment, why should the one side only—the employers—secure all the benefit? Why should labour not equally share in the same? Then, as to this most obnoxious and objectionable

SYSTEM OF CLASSIFICATION,

we are satisfied Mr. Forwood could not find in private establishments any parallel to the method of the dockyards, and whatever experience has been had of it in our trade in the past (for understand there is none now, in so-called private firms, it was rotten to the core, and

CASES WERE PROVED

where men were advanced by favouritism and not by merit, and which we are satisfied, notwithstanding all assertions to the contrary, will continue while human nature is what it is, as we fearlessly contend no one man is a competent or impartial judge of the abilities of other men. There is no

INFALLIBLE STANDARD

by which tradesmen's capabilities can be measured. Besides, Mr. Forwood, in the closing line of his letter, fairly cuts the feet from his own arguments and contentions by admitting "that as a body they are most competent and exceedingly diligent. Then, as to the great advantages Mr. Forwood refers to as enjoyed by dockyard men. We think they are very much over-rated, especially as regards the establishment. For instance, let us take a case

TO ILLUSTRATE THE POINT.

Suppose a shipwright enters the dockyard at 25 years of age, he generally has to work

on an average 10 years as a hired shipwright before he is established, and not always then. That would make him 35 years of age. He would require to work 25 years before he reached 60 years of age, when he would be entitled to his pension, during which time, if he was one of those so rated, he would be required to work for 31s. per week (it used to be 30s. for all). While, if he was working at the same class of vessel, say, in the North of England, he would receive if on new 7s. 6d., and if on old work or repairs 10s. 6d. more per week. Suppose we take the mean between the two it would be a

DIFFERENCE OF 9s. PER WEEK

and £23 8s. less per year, or in all for the 25 years he has to work before being entitled to his pension he would lose £585. Opposite this we have to place the pension which he would receive if he lived to be 60, which at a day's pay for every ten years would be 12s. 6d. per week, or £32 10s. a year, which if he lived the allotted span of three score and ten, he would receive £323 for the ten years, which still leaves him in a deficit of £260 which he would have received had he been working outside at the higher rate.

Further, we are informed a very small percentage live to receive any pension at all, and we understand where death ensues before being pensioned off the money which the which the workman should have received is retained by the Government. Thus a most

GROSS INJUSTICE

is done to the widows and families of these men, which goes to prove, as we stated, that these so-called advantages are much over-rated. We trust the energetic action taken by the men will result in an improvement of the terms, in which movement we shall be glad to assist them in any legitimate manner we possibly can, and in order to enable us more efficiently to do so we hope they will embrace the opportunity given them at present to assimilate with our Association.

LABOUR MARKET.—In his latest memorandum Mr. Burnett informs the Board of Trade that during the month the labour market has continued to be in a disturbed condition, and that strikes have been more frequent than in the month preceding, the total recorded being eighty-one, as against sixty-four. This total includes the short strikes on the north-east coast of the engineers against systematic overtime, which have, happily, been arranged, and that of the London bootmakers, which is also settled. So far as the actual demand for labour is concerned the general position described is slightly better than it was last month.

A CURIOUS CUSTOM.—At Gravesend, four young men, named Ed. Kemp, Henry Moore, Henry Smith, and Thos. West, have been charged with stealing a boat from the River Thames, lying off Northfleet, the property of Joshua Smith, captain of the ship *Beethoven*, value £4; also with wilfully damaging the same by burning it. A further charge of drawing the boat afloat through the streets and of damaging a quantity of fencing was also preferred against the prisoners. For many years it has been a custom at Gravesend, on November 9 (Mayor's day), for a crowd to drag a boat on fire through the streets, and the custom still continues, in spite of the strenuous exertions of the police to put it down. The boat is generally stolen from some ship in the river. Mr. F. A. Stigant, solicitor, Chatham, who appeared to prosecute, asked the bench to meet the offence with the greatest rigour, as previous fines had had no effect. From the evidence it appeared that the boat was dragged through the streets, all ablaze, by a crowd of about 50 persons. When captured by the police the boat was completely destroyed. The bench dismissed the charge of stealing the boat, but fined the prisoners £1 penalty and £1 damage each, or 28 days' hard labour for the wilful damage, and 5s. penalty and 10s. damage for destroying the fencing.

THE SEA-LAWYER.

When the captain of a ship wishes to express the utmost contempt for any refractory member of his crew he speaks of him as being a "sea-lawyer." As a rule, he is not eminently successful in his attempts to cast a slur upon the man who has the courage and ability to state his grievances in a businesslike manner, owing to the fact that there is nothing of a ridiculous or contemptible nature inherent in the legal profession. Whether the desired result is attained by the association of apparently incongruous elements depends altogether upon one's ideas of the sailor and the lawyer. It is possible that the sea-lawyer is a very contemptible person in the estimation of people who have ends that may be served by ridiculing the sailor and showing him up as a fool; but the unprejudiced observer will not see anything else in those attacks upon the intelligence of the sailor than fear and the most contemptible treachery on the part of his detractors.

The sea-lawyer may be briefly described as having the faculty of thinking for himself. He takes sufficient interest in the conditions of his life to study the law in that respect. His ideas of justice and propriety very often run at a tangent from the prescribed course, and his expressions on this head very often land him in a deal of trouble. But it is chiefly in so far as his construction of the law agrees with the spirit of the same that he has become a menace to evil-doers and an object of their contemptible spite. Maritime law, like any other species of legislation, is capable of being applied from different standpoints, and the sea-lawyer is the man who argues the case from the fore-castle. No doubt it is very inconvenient for the master that his almightiness should be questioned by a common sailor, but the power to do so is a very good thing for the latter. The sea-lawyer has his own ideas of the provisions made by law for his treatment, and the fact that they differ from those of the master is an argument in his favour. While we allow that the sea-lawyer has figured conspicuously in serious outbreaks on board ship, he is by no means the maker of discord which he is reputed to be. In this respect the sea-lawyer may be reasonably supposed to differ from his forensic brethren ashore. Peace is the desideratum of the former, and justice the only reward he asks. There is such a thing as justifiable mutiny, and the sea-lawyer is generally found to the front in such an event; but it is safe to say that his influence on the ship's company is for the good of all. The legal tenet expounded from the quarter-deck may appear to the crew a very different thing from the same argument expounded by the sea-lawyer, who has the faculty of perceiving the necessity of the occasion, besides having the confidence of his shipmates. The shipmaster or owner who rails against the sea-lawyer is blind to his own interest, which is a misfortune to all parties.—*Ec.*

SWEEPINGS.—At Sunderland, Jos. Purvis, chief mate of the *Patapaco* steamer, John Harvey, and Daniel Nesham were charged with having stolen a quantity of grain, value £30, from the steamship *Patapaco*, the property of Messrs. W. and T. W. Pinkney, Sunderland, managing owners of the Neptune Steamship Navigation Company. Committed for trial on bail.

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

Correspondents' names are not divulged to anyone without their sanction.

Letters not accompanied by the writer's name and address are destroyed without being either read or printed.

Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.

Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

FOR THE LIFEBOAT INSTITUTION.

To the Editor of "Seafaring."

DEAR SIR,—Seeing what has been done by the boats of that noble Institution, I feel I must again approach you for a small space in our noble little craft SEAFARING to express my feelings in appreciation of the gallant services rendered to our brothers during the last few weeks on our coast. I think we as a body ought to do something. Therefore I would suggest that every Branch of the Union should form a church parade on some Sunday, and collect money on the route, and the proceeds be sent to the Lifeboat Institution. We should be doing no more than our duty as seamen to so noble a cause. Why not form a Lifeboat Saturday in every town, the same as for medical and other charities? There are plenty of young ladies who would gladly give their services for the occasion. Thanking you in anticipation.—I remain, dear Sir, etc.,

W. RUSHTON,

Hull Branch N. A. S. & F. Union.

Hull Nov. 15, 1891.

UNION RULES.

To the Editor of "Seafaring."

SIR,—I see in SEAFARING about Mr. Taunton being taken to task about providing oilskins for outside delegates. I quite agree with Mr. Taunton in not giving them oilskins, for I think if delegates get a fair wage that they are as able to provide themselves with them as their fellow-members, who are drenched with salt water as well as a shower of rain. But what about providing secretaries with a suit of clothes, for I see by the annual report an account of £3 15s. for suits for the secretary and delegate at Bournemouth? Sir, I would like to know who was the delegate at the time, as I have been a member of that Branch ever since it was opened, and never heard tell of a delegate or yet a committee.—I am Sir,

FAIRPLAY.

TO SAVE LIFE.

To the Editor of "Seafaring."

SIR,—I have been advised by the coxswain of the lifeboat to write to you upon the very important subject of "Electric Cables between Lighthouses, Lighthouses and the Shore to save Life and Property." For many years I have taken a deep interest in the safety of sailors and their welfare. In 1888 I promoted a petition to Parliament, and got up the Mansion House meeting in favour of the cables, and for many years by deputations, letters, etc., have tried to move the Government in favour of adopting a speedy method of sending news to save life. I rejoice to say at last that Sir Edward Birkbeck, Bart., M.P., has given notice that he will move a resolution in the House of Commons that the cables be fixed at once round our coast to save life. I have suggested to Sir Edward that a petition should be signed by all the lifeboatmen and the public generally in favour of his resolution, and knowing that you take a very great interest in the welfare generally of our noble sons of the Deep, who are very often in great distress and danger, I hope you will see your way to help with the petition, through the advocacy in your columns, by advising every sailor to sign and get others to co the same. I am glad to tell you that when Mr. Pim-oll was at Ramsgate

I spoke to him about our movement, and I now hope that he will help us to carry it through Parliament. I am writing to several members of Parliament who are very favourable. Sir A. Rolitt said he would help me. The late Mr. Fawcett, Postmaster-General, said it was just what we wanted, and if he had lived no doubt it would all be completed before now. The late gales have surely proved the importance of having everything ready to save life. We had a proof of it at Ramsgate, Sandgate, etc., etc. I offer to visit any town that will get up a meeting in favour of the cables (without fee or reward only out of pocket expenses allowed me). I would then advocate the cables and petition.—I am, yours sincerely,

EDWARD J. HOBBS,

Promoter of the National Petition, 1881, and Mansion House Meeting in favour of Cables to save life, etc., at sea.

Alliance House, Ramsgate,
Nov. 14, 1891.

TO CORRESPONDENTS.

BLUNT JACK.—As your letter was not accompanied by your name and address it was destroyed, in accordance with the usual custom.

(Several communications held over.)

BROACHING CARGO.—At Birkenhead, Joseph Williams, an assistant storekeeper, was charged with stealing 22 lbs. of tobacco from the steamship *Branksome Hall*. The prisoner, who pleaded guilty, was sent to gaol for three months, with hard labour.

THE GERMAN EMPEROR has forwarded to the Lifeboat Institution a gold watch, bearing his Majesty's portrait, and the Imperial arms and monogram, for presentation to Mr. Benjamin Stout, coxswain of the Longhope Lifeboat, and £24 for the men, in recognition of their gallant services in rescuing the crew of the steamship *Victoria*, of Sunderland, of whom 11 were German sailors. The ship was wrecked in the Pentland Firth.

IRISH FISHERIES.—Can nothing be done to give a fillip to the fishing industries of Ireland? Though the Irish coast-line is almost as large as that of Scotland, the difference being only 200 or 300 miles, and though Irish waters are frequented by every kind of fish found in the British seas, the weight of fish landed on its shores is only about one-sixth of that conveyed to the Scotch fishing stations. According to the Board of Trade returns, just issued, in the ten months ending October 31 last there were 4,791,890 cwt. of fish brought ashore in Scotland, but only 537,206 in Ireland. Upwards of 3,100,000 cwt. of herrings were taken off the Scotch coasts, and only 84,000 off the Irish coasts. In cod, haddock and most other edible fish, Scotland is far ahead of the sister island, which, however, carries off the palm with mackerel, a fish which is rather scarce in Scotch waters. In oysters, too, the crop is much larger than in Scotland, the figures for the ten months being for the latter 1,743 cwt., and for Ireland 294,229 cwt. The total value of the fish landed during the ten months in Ireland was £281,929, compared with £1,637,071, the value of the Scotch fishing industry for the same period.—*Daily Chronicle*.

ASSAULT ON A CAPTAIN.—At the Hull Police Court on November 13, before Mr. E. C. Twiss, stipendiary magistrate, James Duggan, a seaman, was charged with having assaulted Captain J. D. Tullock, of the Greenock sailing-ship *Ulrica*, on Nov. 5. Mr. A. M. Jackson prosecuted, and said that prisoner was an A.B. on the *Ulrica*, which arrived in Hull on the 12th inst. from Calcutta. On Nov. 5 the prisoner refused to go on a stage to scrub the fore-castle. The matter was not pressed, but he was ordered to scrub down the main-topgallant-stay. He refused to do that also, and was very abusive. The captain asked the prisoner why he had refused, and told him that if he was not careful he would be put in irons. To this prisoner replied that it would take a better man than him to put them on him. The captain turned to produce the irons, but not with the intention of putting them on the prisoner, when Duggan struck him a severe blow on the back of the neck. He next struck him on the forehead, knocking him down, and when he was on the floor he hit him several other blows. William Llewellyn, the mate, having given evidence, was asked by the prisoner if the captain had ever struck him (the mate). After a great deal of hesitation, Llewellyn replied that he had, and in answer to a further question, said that he had occasionally seen him strike others. Prisoner said that the captain struck him in the mouth twice before he struck him back. His Worship said the charge was a very serious one, and in ordering a commitment for six weeks he thought he was adopting a very lenient course.

SHIPS SPOKEN.

Anna Woermann, s. Nov. 6.
Amazon ship, Tyne to San Francisco, Sept. 10, 66 S, 61 W.
Armenia, barque, of Chatham (N.B.), steering west, Oct. 23, 48 N, 25 W.
Alexandra, ship, of London, bound SW, Oct. 24, 5 N, 25 W.
Andes, British steamer, New York to Jamaica, Oct. 29, off Fortune Island.
Andes, British steamer, New York to Kingston, etc., Oct. 30, off Navassa.
Annie M. Law, Ryder, Pensacola to Rio Janeiro, all well, Oct. 31, 34 N, 74 W.
Achievement, barque, of Liverpool, Oct. 27, 46 N, 12 W.
Alena, of Greenock, steering SW, Oct. 26, 48 N, 12 W.
Bayard, British barque, steering south, Sept. 25, 11 N, 26 W.
Bay of Bengal, ship, New York to Sydney, Oct. 2, 17 S, 33 W.
Conductor, barque, of Windsor, N.S., steering east, Nov. 9, 49 N, 12 W.
Cadzow Forest, barque, Concepcion to Cork, Sept. 29, 24 S, 30 W.
Claribel, British steamer, New York to Port Limon, Nov. 2, 34 N, 74 W.
Carlisle Castle, London to Melbourne, Sept. 21, 12 N, 27 W.
County of Lidlithgow, English ship, Cardiff to Acheen, Sept. 29, 8 N, 24 W.
Constance, of Greenock, steering east, Oct. 25, 39 N, 72 W.
Crompton, British ship, Cardiff to San Francisco, Sept. 21, all well, 9 S, 32 W.
Canton, s. steering SE, Nov. 14, 36 N, 7 W experienced very bad weather.
Drumcraig, ship, San Francisco to Dunkirk, Oct. 10, 4 N, 31 W.
Dynomene, Chittagong to Dundee, 21 N, long. 89.
Dora, of Liverpool, Nov. 6, 45 N, 52 W.
Duchess of Albany, English ship, Liverpool to San Francisco 28 days, Sept. 28, 8 N, 26 W.
Evie J. Ray, Dixon, New York to Valparaiso, all well, Sept. 19, 27 S, 42 W.
Enfield, s., of West Hartlepool, steering west, Nov. 9, 51 N, 17 W.
Firth of Forth, barque, of Glasgow, steering SW, Oct. 23, 1 N, 25 W.
Frances Fisher, British barque, all well, Nov. 5, 48 N, 11 W.
Falkland, Oct. 19, 20 N, 35 W.
Glenbervie, British barque, steering south, Sept. 25, 11 N, 26 W.
Glad Tidings, brigantine, for Rio Janeiro, 3 S, 33 W.
Isabella Helen, Cadiz to St. John's (N.F.) 44 days, Nov. 4, 34 N, 39 W.
John Currier, Lawrence, New York to Yokohama, all well, Oct. 25, 32 N, 40 W.
Kate Thomas, four-masted ship, steering south, all well, Oct. 27, 45 N, 14 W.
Khyber, Oct. 4, 93 days out.
Lady Lawrence, ship, bound south, Oct. 4, 10 S, 32 W.
Loch Rannoch, ship, for Melbourne, Sept. 23, 4 S, 31 W.
Martin Scott, ship, Iquique to Falmouth, Sept. 11, 54 S 58 W.
Mexican, s. Southampton to Cape Town, Nov. 7, 20 N, 17 W.
Maiden City, Nov. 9, 50 N, 10 W.
Martha Reid, British barque, bound SW, Nov. 5, 48 N, 16 W.
Northernhay, British barque, Gloucester to San Francisco, Sept. 25, 11 N, 26 W.
Oneida, Oct. 21, 10 N, 27 W.
Oliveri, schooner, of London, Nov. 2, 10 N, 27 W.
Owney Belle, of Jersey, Nov. 5, 47 N, 52 W.
Oread, British barque, bound SW, all well, Oct. 29, 41 N, 18 W.
Parkdale, from Cardiff, Nov. 6, off Lundy.
Queen, s. New York to Liverpool, Nov. 9, 201 miles east of Sandy Hook.
Rydal Hall, s. steering east, Nov. 12, 37 N, 1 E.
Rimutaka, s. Nov. "14," off Cape Villano.
Soudao, British ship, Liverpool to Calcutta, Sept. 25, 11 N, 26 W.
Strathlyon, English steamer, bound west, Nov. 8, 45 N, 44 W.
Sarmatian, British ship, Norfolk to Rio Janeiro, Oct. 30, 37 N, 55 W.
Sierra Cadena, British ship, Nov. 1, 1 N, 29 W.
Star of Germany, London to San Francisco, Oct. 1, 7 N, 25 W.
Veritas, Dublin to New York, all well, 37 N, 74 W.
Vallejo, British barque, Oct. 31, 2 N, 30 W.
Vascongada, s. of Glasgow, steering west, Nov. 16, three miles NW of the Caskets.
WBFD (?), ship, Liverpool to San Francisco, Sept. 25, 11 N, 26 W.
Windsor Park, of London, Oct. 23, "23 N, 13 W

SEAFARING DISASTERS.

Advance (s. trawler) ran ashore on the Black Midians, North Shields, during a dense fog.
Aira Force, s.—St. Brieuc, Nov. 13.—About 120 tons of damaged cargo ex steamer *Aira Force*, was sold on Nov. 11 for 738 francs.

Borrowdale, s.—Hamburg, Nov. 17.—British steamer *Borrowdale*, from Grangemuth, aground off Luehe.

Blue Bell.—Melbourne, Oct. 10.—H.M.S. *Boomerang*, when manœuvring with the rest of the Auxiliary Squadron off Glenelg on the 2nd inst., ran down the *Blue Bell* steam launch; the men got on board the *Orlando*, which she lay along side of.

Buda.—Gloucester, Nov. 18.—Master of *Buda*, from Quebec, reports having shipped heavy seas and had part of her cargo carried away, and lost one man.

Britannia, s.—Steam collier *Britannia*, off Poplar, sustained damage to quarter through colliding with *Holkar*, s.

Carpathian.—Tacna, Nov. 17.—*Carpathian* totally lost by fire at sea in long. 98 W.; part of crew saved and landed here. Cable received by owners of *Carpathian* yesterday states arrived at Africa—Captain Findlay, Mason, Pascot, Lewis, Williams, Kruss, Brown, Park, Donovan, Fothergill, Roberts, mate. Missing—Manning, mate; Doyle, second mate; Ross, carpenter; Page, cook; Currie, apprentice, and 11 able seamen.

City of Chester.—Liverpool, Nov. 16.—*City of Chester* and *Ellen Harrison*, schooners, whilst proceeding up the river, grounded, doing considerable damage.

Ellenbank.—Liverpool, Nov. 13.—Batavia wires to-day: *Ellenbank* back broken; full of water aft; salvage part stores gear and "bows." All the crew here. Captain by vessel.

Energy.—Rotterdam, Nov. 16.—The barque *California*, from Savannah, has landed here six men of the crew of the British brig *Energy*, from Cuba to New York, with mahogany, which latter vessel was abandoned on Oct. 9, 40 miles E.N.E. of Cape Hatteras.

Fairfield.—Falmouth.—*Zarate*, s., brought in Captain Amlet and crew, 20 all told, of steamer *Fairfield*, of Liverpool, abandoned 11th inst., 47 N, 6 10 W, in a sinking condition. The crew were in boats.

Frost, s.—Castletown, I.M., Nov. 14.—Steamer *Frost*, of and from Glasgow for Garston, ashore at Gurby Point; crew taken to Belfast.

Gylfe.—Kinsale, Nov. 13.—Barque *Gylfe*, originally of Quebec, sailing Argentine colours, Quebec for Liverpool, total wreck, Courtmacsherry Bay.

Gladiolus, s.—Dunkirk, Nov. 13.—The steamers *Gladiolus* and *Biafra* collided this morning in entering port, and the former vessel sustained rather important damages.

Hope, Youghal for Bridgwater, collided with the schooner *Rob Roy*.

Harry (pilot cutter).—Harwich, Nov. 18.—The pilot cutter *Harry*, while lying off the Sunk Lightship yesterday, was run into by the barque *Monarch*, of Fredrikstadt, and was cut down to the water-line, but she succeeded in getting in here.

Ichang, s.—Shanghai, Nov. 16.—China Navigation Company's steamer *Ichang* totally lost. Passengers and crew all saved.

John and Charles.—Harwich, Nov. 14.—The smack which put in her with loss of master is the *John and Charles*, of Rochester, from Gillingham for Rotterdam, with chalk. She shipped a sea, which broke bulwarks, boat, tinnacle, m-in-sail, etc.

John Wray, schooner, ashore Salifset, from London for Hull.

John and Margaret, schooner, of Carnarvon, stranded at Morfa Bychan; crew saved.

Kate Sanction.—Fish steamer *Henett*, at Shadwell Fish Market, had on board Captain Evans and three of the crew of the barque *Kate Sanction*, from Shields for Pensacola, which vessel was abandoned in a sinking condition in the North Sea. Nine men died from exposure, and the survivors were taken on board a fishing smack, whence they were transferred to the *Henett*.

Little Nelly.—Grimby, Nov. 18.—Smack *Little Nelly* has been run down by a barque, supposed bound for Hull; crew saved and landed here.

Lucy.—Brought into Hull by the steam cutter *Paramatta*, the *Lucy*, of Goole; been in collision off Cromer with unknown vessel.

Look Katrine, s.—Leith, Nov. 14.—Steamer *Look Katrine*, of Dundee, from Alexandria, arrived here, boat damaged, and one man lost, having experienced fearful weather off English coast, also in collision with a barque off Spanish coast 6th inst.; vessel lost jibboom.

Londos, s.—Bude, Nov. 15.—*Londos*, s. Cardiff for Poole, cargo petroleum and benzoline, burnt at sea 12 miles N.W. of Bude; crew, seven in number, landed here.

Margaret and Maria.—Montrose.—*Barking*, of Yarmouth, arrived here, picked up crew, three in number, of the *Margaret and Maria*, of Goole, vessel was full of water.

Marion Ross.—Schooner *Marion Ross*, of Bo'ness, Ferrier master, sunk (clay); crew saved; got on board *Warner Lightship*.

Norse King, s.—Dundee.—*Norse King* arrived from Montreal, experienced very heavy weather, during which 64 cattle were washed overboard or killed.

Nugget (schooner), of Littlehampton, abandoned dismantled and nearly full of water, 12th inst., in the North Sea. Crew saved by smack *Silvery Spray*, of Lowestoft, and landed, except the master, who, while endeavouring to stow the topsail, was pitched on to the deck, and shortly afterwards died.

Ontario, s., of Liverpool, arrived Avonmouth from Montreal, was hove to on 7th inst. in a hurricane; lost about 110 head of cattle.

Pinnas, s.—Alcoa, Nov. 14.—*Komet*, of Konigsburg, just arrived here with Captain Eggert and all the crew from steamer *Pinnas*; left *Pinnas*, s. Thursday morning middle North Sea in sinking condition.

Plymothian, s. Galveston, Liverpool, after coaling Norfolk, collided with steamship *Victory*. *Plymothian* hole 10 by 20 ft. above and below water; ship run on flats.

Snipe.—Grimby, Nov. 16.—Crew belonging to smack *Snipe* have been brought in by another smack.

South Briton, s.—Bordeaux, Nov. 15.—French ship *Reine* arrived at Paullac with crew of the British steamer *South Briton*, which foundered on voyage Cardiff to Malta on the 11th inst. during the hurricane which raged on that day.

Strathblane.—Portland, O., Nov. 4.—British ship *Strathblane*, Cuthell, from Honolulu for this port, in ballast, went ashore 25 miles north of Astoria yesterday morning, and became a total loss. Six per-sons were drowned, including the captain.

Test.—Brightlingsea.—Fishing ketch *Test*, of Colchester, arrived here in a pitiable condition, having been struck on 11th instant by a heavy sea when near the Sovereign Shoals, which carried the master, John French, overboard, also Frank Bryant, the cook; both men were drowned. The same sea carried away mainsail, boom and gaff, smashed binnacle, boat and companion, also caused the vessel to leak. The other four men were injured.

Thistle.—Deal lifeboat reports the *Thistle*, ketch, of and from Plymouth for London; crew of five men saved by them and landed at Broadstairs.

Thomas.—Port Dinorwic, Nov. 17.—*Thomas* schooner, Herbert master, towed here to-day from Porthsgadan greatly damaged by the late gales.

Thurso, s.—Stockholm, Nov. 18.—British steamer *Thurso*, Johnson master, has put back with machinery slightly deranged.

Toiler, tug.—Liverpool, Nov. 17.—The steam hopper of Garston was the vessel in collision with *Toiler* tug, and sustained considerable damage.

Wellington, s.—Sattle, Wash, Nov. 5.—British steamer *Wellington* put into port this evening badly battered.

William.—Weymouth, Nov. 18.—Schooner *William*, from Swan-sea for Cowe, was assisted into this port on Thursday last in distress; placed on bank to stop leaks.

Wensleydale, s.—Falmouth.—*Wensleydale*, s. Cardiff for Flushing, skylight and companion carried away.

William Martyn.—Holyhead.—*Nant Gwynant*, s., towing *William Martyn*, both vessels having been in collision off West Mouse, the latter vessel bound from Fowey for Runcorn, cargo clay, with her port bow severely damaged, bowsprit and all head-gear gone.

Zephyr, tug.—Sunderland, Nov. 14.—Tug *Zephyr*, stranded off North Pier, mast showing over water. She grounded this morning, towing *Sarah Fox*, and sailed; crew took to boat and landed Sunderland.

A MEMBER of the Cabinet states that the Dominion Government has decided to increase its subsidy from a half to three-quarters of a million dollars, in the hope of securing a fast line Atlantic steamship service between English and Canadian ports.

INQUESTS were held, on Saturday, on the captain of the *Hawarden Castle*, recently wrecked off Formby, and William Jones, one of the crew. Jurymen expressed their opinion that the lives would have been saved had there been a lifeboat at hand, and it was decided to recommend the Dock Board to restore the lifeboat which had been taken away from the Formby coast.

WHEN THEY SPRINKLE.

Uncle Josh: "What's that thing?"
 City nephew: "That's a sprinkling cart."
 Uncle Josh: "It don't seem to be sprinklin' much."
 City nephew: "Wait till it gets to a crossing."—
Good News.

INCURABLE ANGLOMANIA.

Tailor (politely): "Yes, sir; and what kind of diagonal would you prefer me to use in making this Prince Albert?"
 Mr. Britton Britton: "Oh—ah; wide Wales, please; I understand the Prince is wather stout!"
 —*Puck*.

IMPROVED SPORT.

He sat on a horse-block on Amherst-street with a long fish-pole in his hands. The line was dangling in a little stream of muddy water which flowed along the gutter. He had an umbrella over his head, a rubber coat on, a box of bait beside him, and a pipe in his mouth. It looked like a boyish trick for a man of 50 or more, to stop and inquire:

"What are you fishing for?"
 "Oh, anything that I can catch."
 "But you don't expect to catch anything in that gutter, do you?"

"Perhaps I may."
 "Why, there are no fish there."
 "How do you know?"
 "How do I know? Why, it stands to reason. You must be crazy."

"No," slowly drawing his pipe from his mouth, "I'm not crazy. I'm the sanest and most sensible fishing crank in the city of Buffalo. I used to be like all the rest. Every time there came a rainy day I would tramp off 10 or 15 miles into the country or row away down the river for the fun of sitting all day with this pole in my lap and buying some fish at the market to take home at night. I'd get all tired out, and be unfit to work for a week afterward. Now I'm not going to do it any more. I'm going to fish right here from my own horse-block in front of my own house. Here's a stream of water, and I can have just as much fun and get just as many fish—if I buy them—by staying here as I can by going anywhere else. I save the tramp and the work, which are likely to lay me up; I can go in the house at noon and get a hot dinner, instead of a cold lunch carried in my pocket; and I've made up my mind that this is the best way to go fishing. If you'd try it you'd think so, too."—
Buffalo Express.

A REALISM.

"At last we are alone!"
 It was the man who spoke.
 The woman trembled and lifted her eyes to his face.

They were beautiful eyes, but they were tremulous eyes; eyes which look out from a heart which is irresolute, fearful.

He stamped with his heavy foot upon the floor of the room.

The echoes brought back in their invisible arms the sound, and let it ripple out again until it struck the walls once more, and fell into the vast void of silence.

A bat, disturbed by the unusual activity, darted from a corner and blindly dashed in eccentric convolutions about the dusty building.

Great ropes of cobwebs hung down from the ceiling, and across the corner of the room dead flies swung lightly in the hammocks the spiders had fastened there.

The dust rose in listless clouds from the shock of the heavy footfall, and sank again, overcome by its own inertia.

Even the air was resting.
 The spirit of the desolation of desolation seemed to pervade the place.

The woman looked furtively around upon her dim surroundings and shivered.

The man laughed harshly.

"Alone, I said," he growled.

"Yes," she murmured.

A faint light struggled in through the great windows in front, thick with dust.

"Where are we?" she whispered, and shivered as the bat dashed into her hair.

"Listen," he replied hoarsely, "we are in a store which does not advertise."

THE stowaway's lot is never a very bright one, and the laws pertaining to him which it appears are in force in the United States, will not tend to ameliorate it. According to a report from Her Majesty's Consul at Galveston, these enactments provide that stowaways landed there are vagrants, and that the captain of the vessel who brings them to the port is liable to a fine of 250 dols. for each one escaping from his vessel. A stowaway discovered on board ship by a captain who had just been fined for the escape of another such unfortunate, would probably have a particularly bad time of it.

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

12

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SAILORS' AND FIREMEN'S UNION NOTICES.

NOTICE TO BRANCH SECRETARIES.

If G. M. Newton, a member of the Tower Hill Branch, will communicate with me he will hear of something to his advantage.—EDWIN COWIE, Sec. Grangemouth Branch.

NOTICE OF REMOVAL.

Portsmouth Branch is removed to 52, King-street, Portsea.—JOHN FARQUHARSON, Secretary.

TO SEAMEN'S FRIENDS.

Letters for men in vessels expected to call at Malta can be addressed to the care of Mr. F. W. Young, Secretary Sailors' and Firemen's Union, 35, Sirada Mizatore Vittoriosa, Malta, who will deliver them aboard if the name of the ship be stated on the address.

ASSOCIATED SHIPWRIGHTS' SOCIETY.

NOTICE TO MEMBERS.

Members of the above Society are recommended to buy and read SEAFARING. Orders for copies to be sent to the General Secretary, Mr. A. Wilkie.

Seafaring.

SATURDAY, NOVEMBER 21, 1891.

A SHIPOWNER'S HUMANITY.

While the Shipping Federation is trying to gull the public into the impression that the Federation loves and cares for the seamen and his dependents, the following specimen of how one of its members treated a woman is to the point:—A correspondent writes:—"To show the urgency of Mr. Wilson's Bill to amend the payment of wages becoming law, we have a case which happened this week. The wife of a petty officer on board a steamship now returning home from the Colonies has had some trouble since her husband sailed, having been called upon to bury her mother, while only getting her husband's one month's advance to maintain her during his four months of absence. As the ship will be home in a few weeks, the wife, seeing the owners held two months and more of her husband's wages in hand, called at their office with her marriage lines, and asked for some little assistance to maintain life until the ship's arrival. Although she was only asking for her own, she was refused, and advised 'to go into the work-house, and remain there until her husband's return.' The refusal to assist is bad enough, but the advice to seek the work-house shows the love the shipowners have for Jack and those who are dear to him. We are happy to say that the Seamen's Union have come to the rescue, and that Jack's wife and child will not require to take this wealthy shipowner's advice. This shipowner was one of the first to start the ticket for the Shipping Federation. Although the seaman in this case is the holder of the Federation ticket, and not a member of the Seamen's Union, that does not interfere with that body in 'protecting the interest of the seafaring class.' If Mr. Laws would like fuller particulars to lay before the Labour Commission of this and other cases of a like nature, any of the Branch secretaries of the Seamen's Union in London will be only too pleased to supply him with sworn evidence."

MORE EVIDENCE.

Last week we asserted that the doctors were with us in claiming for seafaring men improved accommodation aboard ship. Since then we have received further evidence that Dr. Collingridge, the medical officer for the port of London, does not stand alone in supporting that claim. The Medical Officer of Health for the Hull and Goole Port Sanitary Authority has just

favoured us with his annual report for last year, in which we read:—"The sweating of iron decks over men's berths is a nuisance which causes dampness of the men's bedding, and, I regret to say, is of frequent occurrence, and a source of complaint by seamen. This nuisance has been dealt with by your officials, and in the majority of instances, abated before the vessel left the port. The average capacity of air space per seaman on board vessels is at present 72 cubic feet. This accommodation, in my opinion, is insufficient in the interests and well-being of the seafaring community, and should be extended, allowing each seaman a cubical capacity of 150 feet. The storage of paints, etc., in the bow-lockers, immediate contiguous to the sleeping accommodation, was discoverable in twenty-nine vessels. Instructions were forthwith given for their removal, and in twenty-five cases this was complied with. I have previously alluded to the storage of paints in bow-lockers immediately contiguous to the sleeping accommodation, and to its injurious effects. I am glad to record that the storage of paints in bow-lockers is being gradually removed, and the injurious effects arising therefrom are now generally recognised by masters and owners of vessels alike." The author of this report, Dr. Mason, apart from his official position, which alone implies competency, has the degrees of M.B., C.M., D.P.H., M.R.C.S.E., which mean stiff examinations in scientific matters pertaining to health, therefore, he may be accepted as a most important witness, whose testimony is well worth attention. In his district things seem to be managed better aboard ship than others that might be named. But he does not stop there. The Hull and Goole Port Sanitary Authority, whose medical officer he is, have drawn up a memorial to the Board of Trade, saying:—1. That your memorialists, after having representations made to them by their officers, are of opinion that the present cubical space for seamen and apprentices on board ships, fixed by Section 231 (?) of the Merchant Shipping Act, 1854, namely: 72 cubic feet, is insufficient for the health and well-being of the seamen, as the confined breathing space leads to an accumulation of foul air, which, in our opinion, acts deleteriously upon their general health. 2. That your memorialists are also of opinion that all iron work in the seamen's quarters on board ships should be covered in, so as to avoid dampness to the bedding, clothing, etc., caused by the sweating of the iron decks of the fore-castle, etc. 3. That your memorialists are further of opinion that in order to secure health and cleanliness, bath and lavatory accommodation should be provided on board ships. Your memorialists therefore humbly pray that your Board will be pleased to introduce into Parliament a Bill amending the Merchant Shipping Act, 1854, by increasing the cubic space to 150 cubic feet, and making the covering in of all iron work in seamen's quarters, and the providing of bath and lavatory accommodation on board ships, compulsory. This memorial Dr. Mason has sent to all the port sanitary authorities, asking them to adopt it, and co-operate in presenting it to the Board of Trade. This it is to be hoped they will do. Such a memorial, coming from all the port sanitary authorities, would enormously strengthen the hands of the Seamen's Union in its proposed legislation on the subject. Each Branch of the Seamen's Union should, therefore, do its utmost to get support for the memorial.

BRITISH CONSULATE SYSTEM.

A correspondent to *SEAFARING* complains of certain seamen having to forfeit a part of their pay to the master of the vessel in order to pay off in New York. He also says that boarding-masters, crimps, etc., were allowed inside the Consul's office while these men were being paid off. In quoting the above the *Marine Journal*, of New York, seems to doubt the truth of the aspersions cast upon the Consulate system, saying that if these things be true they ought to be true no longer, and if false, they are a libel which demands denial. Of course, the *Marine Journal* took steps to find the truth of the matter by sending a representative to the British Consul's office. On being shown the letter in *SEAFARING* the Vice-Consul is reported as having said that complaints of the kind were not uncommon in papers devoted particularly to seamen. Speaking of the complaint itself, the Vice-Consul said:

"Considering the great number of ship's crews handled at this office, including some 27,000 men last year, I don't think there is a consulate in the world against which there are fewer complaints. The charge of allowing crimps, sharks and bums in the office with the men is utterly false, as you or any other reporter who has often been here can testify. We cannot keep them away from the outside of the building, but they don't come inside the office. As for the alleged deduction of wages before the men got their discharge in the case mentioned, we know nothing of it. If there was any deduction, it must have been by agreement of the men with the master for not having fulfilled all the conditions of their articles. Of course, if a man ships to be discharged in Liverpool, and wants his discharge when he gets here instead, the captain is often put to additional expense to get another man at a higher rate of pay in his place, and this may have been the case in the instance referred to, but of that the men have no right to complain and our only business is to see that the agreements are carried out."

The Vice-Consul, in the first place, explicitly denies the presence of boarding-masters, etc., in his office, but the testimony referred to is not the most reliable. In fact, our own knowledge of these matters inclines us to believe *SEAFARING*'s correspondent. In spite of the Vice-Consul's denial of this charge the question is still involved in doubt which we hope the *Marine Journal* will endeavour to dispel. No British shipmaster can legally deduct any sum from a seaman's wages per mutual agreement. Only under certain conditions, specified in the log-book, can a master reduce the pay of the seaman, and these conditions, of inefficiency or misbehaviour, must be proved to the satisfaction of the Consul before the deductions are made. The Consul himself pays, or ought to pay, the seaman his wages, and it is his duty to see that no deductions of the kind mentioned are made. If a man ships to be discharged in Liverpool, he can demand his discharge in Liverpool only. But if the master is willing to discharge the seaman in New York he must pay him the full sum due him at the date of his discharge. Admiralty law takes no cognizance of the expense incurred by the master in procuring men to fill the places made vacant by the discharge of

seamen in any port, and any agreement made by the seaman to forego a part of his wages for any consideration is a "bluff," and condemned in set terms by the law. As the Vice-Consul says, his business is to see that the agreements are carried out; and he ought, certainly, to know the difference between a legal and an illegal agreement.—*Coast Seamen's Journal*.

NAUTICAL NEWS.

THE Union steamship *Scot* arrived at Southampton on Saturday. Considerable anxiety was felt in her behalf.

SEVERAL smacks came into Grimsby, Nov. 14, with loss of hands; and they report fearful weather in the North Sea.

NOTHING has been heard at Brightlingsea of the fishing fleet, and it is feared that more smacks have been lost in the storm.

BAULKS of timber from the wrecked vessel *Gylfe* are floating about near the Old Head of Kinsale, and constitute a danger to navigation.

THE death is announced of Mr. Thomas Blackwood, of the firm of Messrs. Blackwood & Gordon, engineers and shipbuilders, of Port Glasgow.

ON arrival of the steamer *Norse King* at the Dundee Cattle jetty on Monday, 19 of the cattle were found to be so badly damaged that they had to be killed on board.

IN connection with the *Pucky* fatality, the Plymouth fishermen, on Saturday, supported a petition to the Board of Trade for an inquiry into the gunnery practice in the district.

DAMAGES £15 have been awarded to a ship's painter, named Wykes, for personal injuries sustained while painting the hold of the ship *De Lambra* in the Albert Docks, London.

M. MONCHICOURT, Official Liquidator of the Panama Canal Company, has drawn up a report, in which he urges that unless the Government intervenes the enterprise will be condemned within a short time.

INTELLIGENCE reached Lerwick on Saturday of a boat accident at Ulsta, in the Island of Yell, Shetland. During the late gale a fishing boat capsized, throwing its three occupants into the water. Two men were drowned.

THE Admiralty has requested the authorities at Devonport to formulate charges against Lieut. Fremantle, who was in charge of the gunboat *Pucky* when she fired into two fishing-boats, with a view to his being tried by court-martial for negligence.

AT Southampton four men have been committed for trial, charged with a highway robbery of a Norwegian sailor, who had been paid off the previous day, and it was alleged that they brutally attacked him, and, having thrown him on the ground, robbed him of his purse, containing bank notes and sovereigns.

THE Board of Trade have awarded a piece of plate to Capt. Cornelius O. H. Höick, master of the German steamship *Hans and Kurt*, in recognition of his humanity to the shipwrecked crew of the steamship *Dunmurry*, of Belfast, which was wrecked about 250 miles east of Halifax, on the 29th August last.

THE Board of Trade have awarded their silver medal for gallantry to Thomas Henry Parry, late master of the ship *Mangalore*, of Liverpool, for his services in attempting to swim ashore with a line, by means of which the crew might be rescued, on the occasion of the wreck of the vessel at Valparaiso on July 7 last.

THE names of some of the warrant officers of the Royal Navy seem to have a curious connection with their profession. Particularly is this the case among the gunners, in the list of whom may be noticed Messrs. Gunner, Gunn, Cannon, Gardner, and Rocket. Mr. Trigger obviously ought to be a gunner, but is a boatswain. Mr. Chipp ought to be a carpenter, but he is a gunner. But it is quite appropriate that Mr. Galley should be a boatswain.

SALVAGE AWARD.—The Admiralty Division, Nov. 16, had before them a salvage action for services rendered to the steamship *Tredegar*, her cargo and freight, on Oct. 16 last, by the screw steamship *Trevorian*, of 2,218 tons. The former, while off Cape St. Vincent, had her crank shaft broken, and was towed 120 miles in twenty-seven hours. The value of the *Tredegar* was £28,000. The Court awarded £1,200, as follows: Owners, £900; captain, £100; and crew, £200.

AN experiment is about to be made in the shipping of live lobsters to Britain from Halifax.

THERE are still two fishing smacks missing from Yarmouth since the gale—the *Edist* and *Lottie*, each of which would carry 10 or 11 hands.

THE official inquiry into the cause of the disaster to the Lydd and Sandgate lifeboats has been concluded at Hythe. Several charges of desertion and want of discipline were made against lifeboat volunteers, and one of the witnesses expressed the opinion that the wreck might have been reached at a much earlier period.

A HOT SHIP.—A Melbourne correspondent sends the following:—A German steamer which recently took out emigrants to Australia, under contract with the Belgian Government, had a very unpleasant voyage. Three of the crew died in the Red Sea, and two others committed suicide by jumping overboard. When the vessel arrived at Albany two firemen jumped overboard, and were picked up by a launch, which took them back to their steamer, but before they reached her both men jumped into the harbour, and were only rescued with great difficulty. The passengers gave an extraordinary account of the hardships suffered on the voyage from insufficient diet and attention. Nearly all required medical treatment. They alleged that the crew were badly treated, and that the men who committed suicide did so to end their sufferings.

ENGLISH SAILORS ATTACKED.—An unarmed seaman and a fireman, belonging to the British steamer *Darent*, whilst returning from the Mission Hall to their steamer, anchored in the river at Luchana, near Bilbao, early on the morning of the 17th inst., were attacked by four Spaniards, armed with revolvers and knives, who demanded their money and valuables. The seaman delivered to them his watch and money, and fled; but the fireman, Oliver, 27 years of age, who resisted, received ten wounds in the throat, breast, arms, and hands, being then robbed and left for dead on the road. He was found several hours afterwards and taken to a hospital, where he is still alive, though his wounds will probably prove fatal. Several arrests of suspicious persons have been made. The outrage has caused much sensation in Bilbao, and the local press has called upon the authorities to increase the police force on the banks of the river.

SHOOTING ON BOARD SHIP.—The Liverpool police have just received information about an extraordinary incident which has occurred on board the Allen steamship *Mongolian*. It is stated that on Saturday night, when the *Mongolian*, from Montreal for Liverpool, was approaching Derry to take on board a pilot, the chief stewardess, Mrs. Mason, about 35, rushed on deck, and, drawing a revolver, fired at Mr. Stewart, the purser, as he stood on the saloon deck. The shot missed Stewart, and Mrs. Mason fired again, the bullet striking him on the body. Stewart then rushed at the woman to disarm her. Meantime she fired another chamber of the revolver, the bullet again taking effect. Stewart wrested the weapon from her, and went to his room, where he was attended by the surgeon of the ship. Mrs. Mason locked herself in her room until the vessel was near Liverpool. When the *Mongolian* came into the Mersey Mr. Stewart, who is said to be somewhat seriously injured, left the vessel, as also did Mrs. Mason. The affair caused considerable excitement among the passengers and crew.

THE FEDERATION OF SHIPPING LABOUR UNIONS.—The rules of the district council of the Federation of Trade and Labour Unions connected with the shipping, carrying, and other industries have been issued. They state that the funds for the management of the district council are to be drawn from the district fund of the Federation, and no debts are to be contracted without the consent of the executive council. Representation is to consist in the proportion of one for every 500 members, while every branch is to have a chairman, vice-chairman, secretary, two auditors, an electoral committee of seven, and an educational committee of seven, all to be elected half-yearly. The duties of the electoral committee will be to watch over the interests of labour in connection with all public bodies within the district embraced by the council, and to bring pressure where necessary upon all candidates to give their support to labour interests. The educational committee will be expected to arrange for the examination of cards, meetings, addresses, lectures, the distribution of literature, and to do all other things necessary to spread the principles of unionism. No branch, in case of dispute, is to have power to issue any instruction, but will only have power of consultation and recommendation, and will act only with the instructions and approvals of the federal executive

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Union business has indeed been brisk this week, and the returns from all Branches show how the seamen are "pulling together" again. The Seamen's Union is greatly indebted to the Shipping Federation for the great increase of membership and income during the past week. Their deputation to the Board of Trade has done all this. The snubbing Sir Michael Hicks-Beach gave the shipowners will do more, and the reports of the press, who have always been ready to cry down the Union management, have for once exposed the underhand work of the Shipping Federation. But the President of the Board of Trade was one too many for the shipowners. He sent the sharks home from Westminster, as the saying goes, "with their tail between their legs," sadder but wiser men.

The *s.s. Yarrowonga*, which left the South West India Docks on Saturday night, landed at Deal, on Sunday afternoon the dead body of Samuel Chalk, greaser. From the letters received from his brother on board it appears that when the watch was called at 6 a.m. on Sunday morning, he was found dead in his bunk, and his body landed in the pilot's boat at Deal, with a note from the doctor on board. The police are far from satisfied with the conduct of the captain in not stopping his ship, or leaving some one of the crew, even his own brother, who would have been able to throw some light on the affair. The body showed signs of having been knocked about, and there are several deep wounds on the back of the head. The coroner's inquest, which was opened at Deal on Monday, has been adjourned till Thursday. The police at Deal telegraphed to the owners *re* funeral arrangements and expenses, but the owners replied, "Burial no concern of ours." This is another owner who insists upon the crew having a Federation ticket. The police next telegraphed to Mr. A. Mercer, of the Seamen's Union, to come on to Deal at once to represent deceased and arrange for burial. It is needless to say that Mr. Mercer left for Deal immediately, and made all arrangements for the deceased's respectful interment. Mr. Mercer remains in Deal until the close of the inquiry.

The funeral of the late Samuel Chalk took place at Deal on Wednesday afternoon, and was attended by the widow and her mother, Mr. Mercer, and several of the boatmen of the port. Mrs. Chalk wishes to thank Mr. Lucy, the inspector of police, Mr. Laogrey, and Mr. Roberts, "Rose and Crown," Deal, for their very kind attention to her requirements regarding the funeral arrangements of her deceased husband.

At the usual weekly meeting of Tower Hill Branch, held at 465, Commercial-road, on Nov. 12, there was a crowded hall, including several prominent members of the Hull Branch. The secretary reported five new members for the week, who were duly admitted. Minutes, correspondence, and financial statement were submitted, and after the usual discussion were adopted.

At Green's Home Branch meeting, Nov. 17, Mr. O. Curtis in the chair, the new members being duly enrolled, the weekly cash account was submitted and found in order. It was proposed by Bros. Hill and Newbury that we pass a vote of sympathy with the widow and children of our late Bro. Samuel Chalk, who died suddenly on board the *Yarrowonga*. It was proposed by Bros. Bryne and Dowle that we work in conjunction with other Branches in having a Lifeboat Saturday or Sunday yearly, with a demonstration on its behalf. Nominations were then taken for committee men in the place of those gone to sea, when Messrs. Whitehead, Barber, Harwood, Hambly, Crickmore and Hansen were nominated. It was proposed by Bros. Berry and Dowle that we have a silk union jack to lead our processions. A general discussion for the good of the cause followed, and it was carried that the secretary forward the sum of £187 14s. 11d. to the head office.

The Tidal Basin Branch held its usual weekly meeting Nov. 13, Bro. McAllister in the chair, and a good attendance. New members having been admitted and minutes and financial statement adopted, a letter was read from the master of the *s.s. Boston*, with reference to Bros. G. Lockyer and S. Johnson losing their clothes through being in collision with the barque *Charlhood*; this being an

application for shipwreck claim it was decided to pay them the 30s. as per rule. There were also letters read from Mr. Taunton, of the Liverpool Branch, and from the D.W.R. and G.L.U., the latter inviting us to attend the funeral of their late Bro. Hill on Sunday next. It was decided that as our banner is under repair that we send a written apology excusing our attendance. There were also two cases read out of members desirous of having their cards cleared, both being laid up for some time. Their names are W. Dickenson and J. Bismark. The former is to come before the committee, and as to the latter it was decided that a brother from this Branch visit him and report to the committee, which Bro. S. Swan volunteered to do. A visiting brother then spoke with reference to some salvage money *re* the *s.s. Drina*, after which a hearty vote of thanks was passed to him.

MERSEY DISTRICT.

At the weekly meeting of the Liverpool No. 1 Branch, correspondence from head office was discussed and dealt with. The weekly balance-sheet was passed as highly satisfactory, the receipts being £39 19s. 11d. for the week. A shipwreck claim was passed for payment, and after the transaction of other Branch business the meeting adjourned.

GLASGOW BRANCH.

At the general weekly meeting, held in Good Templars' Hall, 20, Bishop-street, Anderston, Nov. 16, Bro. Smith, South Side, in the chair, the minutes of the previous general meeting were, after some comments, carried. The special festival committee minutes were next adopted. Committee minutes for Friday, Nov. 13, were also adopted (after some commenting on the dismissal of one of the boys of the North Office). Weekly returns for the week ending Nov. 6, were read and adopted on the motion of Bro. Mullen, seconded by Bro. Flaherty. After some commenting on the shipwreck claim of Bro. Pink as to the amount, it was agreed to hold by a former motion of Bro. Higgins that the member receive the £2 claim, as it has been proved that other Branches have paid the same; carried. Correspondence was read from head office and several items, from the editor of SEAFARING, and from secretary of Barrow-in-Furness Branch. Bro. Duffy commented on the refusal of the Executive Council to allow him to hold any official position in our Union, paid or unpaid, and tendered his resignation of membership, thinking that the Executive and Annual Congress had dealt rather harshly and unfairly by him. Bro. Smith moved a resolution to the effect that an investigating committee be formed to examine the books and trace the origin of the deficiencies in Mr. Duffy's time, seconded by Bro. Ray, and carried. Bro. Smith, commenting on the answers given by our general secretary to a few former questions asked him through our Branch secretary, moved that the general secretary should be notified to come down to Glasgow on Monday next, and give an explanation, or, if not able to attend, that he send a direct answer to the questions asked; carried. Correspondence was now accepted as read. A committee was then elected to discuss the riggers' question and interview them, as follows:—Bros. Ray, Smith, Higgins, Boyle, Flaherty, Mullen, Bryson, and D. McGuigan. Bro. Flaherty moving, and Bro. Higgins seconding, that it be left to the secretary and delegates to select three additional A.B.'s as committee men. This closed the meeting.

Members who have paid the Pimsoil levy in full for week ending Nov. 14, 1891:—Henry Rodgers, fireman; Charles McKinnon, A.B.; James Armour, fireman; John McKechnie, fireman; Daniel McKillop, A.B.; James Umphray, A.B.; John Hill, cook; G. McRae, fireman; A. Buchanan, fireman; A. Barclay, A.B.; Charles Keenan, fireman.

CARDIFF BRANCH.

At Branch meeting, held on Monday, at the Pelican, Bro. Atkins presiding, minutes of last meeting were read and adopted, also the financial statement. Correspondence was read from the Federated trades asking for payment of our contributions towards the support of the Society. After some remarks by the secretary it was decided before we forward our contributions to find out the exact number of financial members on our books. Correspondence was next read from head office in reference to the centralisation of funds, also giving notice that our new rules have come into force. Several complaints were then heard, one being made by the secretary against members sitting in the office all day discussing subjects which were of detriment to the Union, members coming in to pay up their contributions and hearing these discussions being carried on went away with false ideas. Bro. Neagle moved that a notice be put up in the office,

that no member be allowed to sit and discuss matters which are of injury to the Union in the office; seconded by Bro. Yarwood, and carried. The other complaints were in reference to our members taking the parchment ticket and not paying up their contributions; also against the owners trying to get our men to sign articles to be paid off on the Continent. A resolution was also moved that a drawing be got up to pay for our banner, which was carried, and a committee formed to arrange as to what prizes should be given. After discussing several other interesting subjects, the meeting was adjourned.

HULL BRANCH.

At the usual meeting, Mr. Tom Ward in the chair, minutes were confirmed, and on the correspondence being read, a letter from the head office relating to 16s. being advanced to one of our members caused a great deal of discussion. On the outside delegate, Mr. Clarke, giving his report, it was discussed at great length, *re* several ships that were sailing out of Hull with non-Union men. It was decided that joint action be taken at the first opportunity with regard to the steamers *Paris*, *Cam*, *Nantes*, and others carrying non-Union men, and the secretary be instructed to communicate with the officials of the Dockers' and Lightermen's Union with that view. Mr. Jahuke then brought up the question regarding some of our shore members who were casually employed in the shore gang being compelled to join the Dockers' Union when working a few days now and again on the dock side. Mr. Jahuke then moved that the secretary write to the District Council of the Dockers' Union asking them to receive a deputation from this Branch to discuss the question with a view of settling the same. Mr. Hodgson seconded, and the resolution was carried unanimously. A long discussion took place with regard to cooks and stewards doing seamen's work in port when the seamen are standing off. It was moved by Mr. Hodgson, seconded by Mr. Partingale, that the question be placed on the agenda paper of the joint committee meeting of this Branch and the local society; carried. The secretary then reported the death of one of our members named Adam Weatherstone, fireman. Mr. Bird moved, and Mr. Birch seconded, that the burial allowance of £4 be paid to the widow of our deceased brother. Mr. Clarke stated that a member of the Tower Hill Branch, named E. Lebourg, No. 2,100, is on board one of the colliers sailing out of this port collecting the Pimsoil levy from all hands on board and handing the money over to the delegate on boarding the ship, besides at all times giving every assistance to the delegate, he being a sound Union man. It was decided on the motion of J. Brand, seconded by J. Small, that the best thanks of this Branch be given to Bro. E. Lebourg, of the Tower Hill Branch, for his conduct in the matter, and we hope that all members will follow his example, because by so doing we shall be doing our share in strengthening the Union. A good business meeting closed at 10.30.

LEITH BRANCH.

Owing to the monthly concert having been held on the Tuesday, a special meeting was held on Friday, Nov. 13, in the office. The principal business was regarding the annual social meeting, the secretary receiving several instructions regarding it, and a committee was appointed to make the necessary arrangements. Arrangements are now being made in reference to the above, and the Junction-street Hall (the largest in Leith) has been secured for Friday, December 11, on which evening our annual soiree, concert, and assembly will be held. Further particulars will be announced next week, and we hope all our friends will help us to make our third annual a great success.

SOUTHAMPTON BRANCH.

At the weekly meeting, on Tuesday, Bro. Glew in the chair, a deputation from the newly-formed Bakers' Union attended. After minutes had been adopted the correspondence was read, which included an appeal from a sick and distressed member requesting that in case of death the members would follow him to the grave, and do what they could for his wife and three children. The delegate (Bro. Chappel) said he had known the member for some years, and he had been a good member from the first, but owing to a complaint that he was suffering from he had been unable to go to sea this last voyage, and the captain of his last ship had promised to get him a light employment on shore, but nothing had been done, and the member had only done four days' work in two months. The secretary said that he, in company with the delegate, visited the member, who was suffering from bronchitis, and was very dejected,

and was in a room without fire. He gave a little monetary help, and left it to the members to assist him further. It was carried unanimously that the member be granted £1 for present needs, and the officials were requested to get well posted as to him. The outside delegate reported that he had that day received for the banner £3 4s. 11d., as follows:—s.s. *Tagus*, seamen £1 1s., firemen £1 0s. 6d.; s.s. *Tamar*, seamen 5s.; s.s. *Soot* (second donation), from firemen, 18s. 5d.; making a total of £31 19s. 5d. A vote of thanks was given to the Bakers, which they duly acknowledged, and thanked the members for their courtesy, expressing a hope that some of them would be enabled to attend one of their meetings, when they would be made welcome. The chairman then read the first annual report of the Southampton Trades Council. The delegate from the Trades Council reported to the meeting that a resolution was unanimously carried at the Trades Council protesting against the interference of our organiser, Mr. E. Cathery, whilst addressing a meeting of workmen near the docks, and that the same is to be sent to the Town Council.

The general secretary, Mr. J. H. Wilson, attended the Hall last Friday, and inaugurated a special Branch for stewards, cooks, etc., which is now open for any of that class to join and make a success of.

YOUGHAL BRANCH.

A largely attended meeting of this Branch was held on Monday evening. Mr. E. Donnelly, organiser for Ireland, was present, and delivered an address, in which he pointed out with great force the many benefits which would be derived by the seamen if they stuck closely to their Union, referring to the great and practical benefits the seamen of Great Britain had already obtained through their Union. He also reviewed the bills to be brought before Parliament, explaining the improvement they would make in the condition of seamen if passed into law. He was glad to find that the seamen of Youghal were again coming to the fore, and he believed, from the enthusiasm displayed at that meeting, that Youghal would again take foremost rank in Unionism. The men of Youghal had already shown the stuff of which they were made, and he believed that within a very short period the seamen of Youghal would be as united and as determined to battle for their rights as they were at any time since the formation of their Union. Mr. Donnelly then presented Mr. McKennedy, president, and Mr. J. Collins, secretary, each with a gold medal, on which was inscribed the words, "For services rendered to the N.A.S.F.U." Mr. Collins, replying, said he was proud to be the recipient of the gold medal presented to him by Mr. Donnelly on behalf of the Seamen's Union, he was sorry that his worthy president was unavoidably absent, but he could promise them that whenever there was work to be done their president was the man to do it, and he need not tell the seamen of Youghal that if ever a man deserved a gold medal in recognition of his services to the oppressed that man was their worthy president. Speaking for himself, he did not think he had done much, but he hoped the day would come when he could say to the seamen "I have helped you to fight your battles; you have succeeded in the fight, and you no longer need my services." Then, and not till then, would he acknowledge that he had been the deserving recipient of the gold medal presented to him by his friend Mr. Donnelly.

WATERFORD BRANCH.

At the meeting, held Nov. 12, Mr. E. Donnelly, I.O.S., was elected to the chair, and there were also present Mr. J. Rogers, Mr. E. Curran, and a very good attendance of members. The chairman, on opening the meeting, first pointed out to the members present that there are no seafaring men but have benefited by the Union. He then dwelt on the weekly contributions, pointing out that sixpence weekly was not too much, explaining the contributions that members of other Unions had to pay weekly. Referring then to Parliamentary representation, he advised all the members present to do all in their power to return Labour candidates to Parliament, giving an example of how justice was mocked by having shipowners on the benches trying the cases of seamen. He then explained all the Bills that Mr. Wilson intends to go before Parliament, giving personal experience relating thereto. Mr. Donnelly further explained all the new rules as amended at the annual congress, giving a thorough explanation of each rule, showing how benefits are increasing as we go along, winding up a most excellent speech, which lasted 1 hour and 35 minutes amidst great applause. A vote of thanks was proposed to the chairman by J. Rogers, and seconded by E. Curran, and carried with great

applause. Mr. E. Donnelly responded, several members asking questions, which were answered satisfactorily. The meeting then terminated.

Branch secretaries are particularly requested to watch all Waterford vessels.

MIDDLESBROUGH BRANCH.

At the general meeting, Nov. 16, minutes were confirmed and correspondence. A complaint having been laid before the meeting concerning a fireman who met with an accident through no fault of his own, but through the alleged rotten condition of a scaffold, the members considered the case, and advised him to bring his witnesses to the secretary, and write out a statement with the view of taking action for damages sustained. It was proposed by Mr. F. Laurance, seconded by Mr. Redbourne, "That the secretary write to the general secretary with a view to ask him to allow Mr. Sprow to spend another fortnight in Middlesbrough, as this port requires a lot of organising, and the time he has been here is so short, the river being a long one, and taking a lot of working up; or, failing Mr. Sprow, to ask Mr. Wilson if he can see his way clear to send us another organiser, as it will do us a lot of good."

DUBLIN BRANCH.

At the usual weekly meeting, Bro. F. Roche presiding. Minutes of the previous meeting having been adopted, the financial account was read and passed as satisfactory. The correspondence was next read, including a circular from a new weekly labour paper that is about to be started in Dublin. The chairman referred to the Plimsoll levy, advising every member to pay it as soon as possible, as there was no one so deserving of a tribute as Mr. Plimsoll, who had given the best years of his life to advance the cause of the seamen of this country. The secretary having addressed the meeting on the steady progress the Dublin Branch was making, and some unimportant business having been transacted, the meeting closed.

SOUTH SHIELDS BRANCH.

At the weekly meeting, Mr. H. Taylor in the chair, the minutes were passed, also weekly balance-sheet. Correspondence was read from head office and from B. Duffy on the s.s. *Bordeaux*, of Glasgow. He had met with an accident and was asking for advice, which the secretary gave. Nominations for branch president were taken, when T. Bell moved G. Smith, seconded by T. Payan; D. Wood moved T. Hogg as vice president, seconded by S. Manland; W. Lawrance moved D. Clement, secretary, for re-election, seconded by P. McCan; T. Pope moved G. Hymers, seconded by T. Bell. The secretary stated that William Arnold, one of our delegates at the sub-Branch, had died suddenly, and the funeral would take place on Wednesday. G. Durrant moved that the office close at two o'clock, so that all the officials can attend, seconded by T. Bell. P. McCan moved that we engage the Stevenson Memorial Hall for our annual tea and concert for the 5th Dec. This was seconded by P. Manson, and carried. W. Lawrence moved that the waiting-room at Tyne Dock be papered, which was seconded by G. Durrant, and carried.

SUNDERLAND BRANCH.

At the usual meeting Mr. W. Airson presided over a fair attendance. The secretary read several letters from the head office, one of them containing a circular, which stated the new rules passed at the last annual meeting had been registered and were now in force. The secretary also read a letter from Mr. E. Cathery, one of the organisers, who is at present making a very successful tour in the south, and a letter was read from a firm who made filters, and who are desirous of supplying filters to ships. The secretary said that the ordering of filters did not rest with them, but with the owners and builders of ships, and he hoped it would not be long before every ship would have to carry one which would supply all hands, no matter what size she was. It was then stated by the secretary that owing to the premises in which they held their meetings being sold, they would be compelled to hold their meetings elsewhere, and he had been fortunate enough to make arrangements to hold their meetings for the time being at Lockhart's Cocoa-rooms, High-street West, opposite the Central Station. They would meet there on Monday night next at seven o'clock. A member then complained that he and some other members of the Union had been engaged by an engineer to go in the s.s. *G. R. Booth*, but when the day of signing came he and the others were told that no English need apply, as they intended to carry nothing but foreigners. Two of the foreigners signed on; the rest of the crew would be

completed at Middlesbrough, where she was going to load. The captain and owners of this steamer are still smarting under the severe thrashing they got at Newport about 18 months since, so they think to take it out of the Britishers now that times and shipping are not so good as they were when they were taught such a lesson at Newport. No one will put themselves about over it. She is about as unfortunate a packet as there is sailing out of this part of the country. But it is rather too much for Englishmen to be told aboard of an English ship that they were not wanted. Where are the Englishmen when a calamity occurs? Why, sacrificing their lives for these very ship-owners who say that no English need apply. But there is a day of reckoning near; the capitalists have reached very near their height. There is another thing which was brought under the notice of this Branch lately. A local steamer belonging to a local firm of shipowners was signing here, and they refused to carry any Union men. The ship signed "scabs," and sailed. In a day or two she was compelled to put back to the Tyne, and three of those fine Federation "scabs," after their advance notes had been paid to the amount of £7 10s., deserted. Then the owner had the audacity to write to the secretary, asking him if he in any way could assist him in recovering the amount stated from these men! The secretary replied that the men were not members of the Union, but if he could find their whereabouts he would.

FRASERBURGH BRANCH.

Mr. Rennie, the organiser, made us a visit this week, but not one member was here to show him round. This is a good sign. It does not pay to see a lot of members hanging around here. Absence only makes them the more welcome when they come. Mr. Rennie was quite disgusted with the reception he got from some men who were on board wind-bound vessels. He never saw such bogus contentment in such hulks of vessels, no accommodation worthy of a good dog, and wages hardly sufficient to keep a single man. The proposed law for manning vessels must touch those below 200 tons. He saw two old men and two boys in full charge of 99 tons of coal and a vessel! Owners who give Union wages have always four men capable of doing good work. It is to be hoped these men will see in due course that they can better themselves if they conform to the rules of the Union.

WEST HARTLEPOOL BRANCH.

At the usual weekly meeting, Nov. 13, Bro. Payne in the chair, 11 new members were enrolled, and the minutes and financial statement accepted. The secretary reported he had received £2 10s. from Bro. Martin, of the Union Hotel, East Hartlepool, towards the new banner, making the total amount collected by that gentleman £5 14s. Bro. Sherwood moved that the best thanks of the members of this Branch be accorded to Bro. Martin for his kindness. This was seconded by Bro. Burroughs, and carried unanimously. A vote of sympathy at the alleged unjust conviction of the secretary last Monday for assault, and of renewed confidence in him, was also passed. The action of the two magistrates who were for a conviction have been severely commented upon during the week by several Trade Union leaders at public meetings, principal among whom was Mr. J. McGregor, general secretary of the National Labour Federation, who was present at the trial, or farce, whichever it may be called.

SKETLAND BRANCH.

Since the organiser left new members have been enrolled, and many more are to toe the mark. It will be remembered that Mr. Rennie found out some members in Scalloway who were in the rescue boat which went off to the *Lisemore* and took the crew of 24 men safely to land. This heroic action has been laid before the National Lifeboat Institution, which is now considering what steps shall be taken to recompense the men. It is to be hoped, if further inquiries be made, that the right parties will be applied to, and the salvage crew and the ship's boat's crew not mixed up together.

BELFAST BRANCH.

At the usual weekly meeting, Oct. 28, Mr. Wm. McKinn in the chair, minutes and financial statement were accepted and the correspondence gone into, when the following resolutions were passed:—Moved by Mr. John Logan that all members of the Belfast Branch should pay the 2s. 6d. levy in aid of the Plimsoll testimonial; seconded by Mr. John Quinn, and carried unanimously. Moved by Mr. Wm. Wilson that Mr. E. Donnelly, Irish organiser, should still retain his position as organising secretary for Ireland, as he has become so popular

among all classes, and as it might have a disastrous result among the Irish Branches, and, therefore, that the secretary write Mr. J. H. Wilson asking him to reserve his decision come to about the changing of organisers; seconded by Mr. John Logan, and carried unanimously. (This report was accidentally mislaid, hence the delay in its appearing.)

PETERHEAD BRANCH.

Saturday was a red-letter day here owing to the departure of the organiser, and the fire, office, and meeting accommodation freely given to the Branch cease to exist, but the members are not left in the cold for the winter months. An ex-shipowner has at a nominal rent given the use of a beautiful large office in Harbour-street (quite near to the shipping office). The formal opening took place on Saturday, when Mr. T. D. Rennie addressed the members, and drew out a set of rules for the upkeep and order to be maintained in the office. The members have dispensed with a caretaker; every member is a caretaker, and will open up the office, clean it up, and light the fire in his turn. It is to be hoped this will be continued so as not to allow one member all the work. Mr. Buchan, the secretary, will visit the office from 2 p.m. to 4 p.m. Tue-days, Thursdays, and Saturdays, for all kinds of business. This is in addition to the collection of subscriptions every evening from 6 p.m. to 9 p.m.; arrears collected this week over £4.

NORTH SHIELDS BRANCH.

At the usual weekly meeting Bro. Wm. Errington in the chair, the minutes were adopted. Bro. Errington spoke on a resolution moved on Oct. 26, and held that his resolutions were quite in order until printed instructions were received. The financial report for the week was then adopted, and correspondence was then read, of which there was a good deal, and there was some very lively discussion on some of the letters, particularly the circular from head office bearing on the death claim and the increased shipwreck benefit, which was highly approved of, and was adopted. It was also resolved that the secretary, treasurer, and the trustees be empowered to carry the remainder of the circular into effect at their earliest convenience. The secretary then drew the attention of the meeting to a card of instructions which he was to be guided by, and it was resolved that the secretary act on those instructions as soon as practicable. The chairman then drew the attention of the meeting to the fact that the time had now arrived according to rule for the nomination to the various Branch offices, therefore it was decided that nominations be taken for the next two weeks, and the vote to be taken by ballot at the last three meetings of the year. Nominations were handed in for the various offices, and after the business was concluded the members gave their opinions on various labour questions. There was also some talk of a meeting held in the Albion Assembly Rooms in North Shields, when one of our ship-owning friends of the district got up to move a resolution in support of the present sitting member for Tynemouth, when the question was put by someone, What about the Federation? As the forthcoming candidate did not belong to that body, he went on to state that the Federation was to "raise the sailors' wages," but we, the seamen of this port know better than that, for we have had some of the masters of this gentleman's vessels running about in North Shields trying to get men under the port wages.

DUNDEE BRANCH.

At the weekly meeting, minutes of previous meeting, also of festival and assembly committee meeting, and income and expenditure having been approved, E. Cantarge, who claimed shipwreck benefit at last meeting, submitted a note from the shipping master at Newcastle to prove his being shipwrecked in the s.s. *Patterdale*. A motion having been passed at previous meeting that the secretary write to Lulea for proof, the members decided to abide by that motion. A letter was read from the general secretary intimating the centralisation of the funds of the Union, also a circular informing the Branch of the registration of the new rules, and informing the members of the increased benefits granted at the annual general meeting. After the reading of the above circular, the two delegates who attended the annual general meeting, made remarks on the rules as registered, and the secretary was instructed to write Mr. J. H. Wilson on the subject. A discussion took place on a statement that the secretary submitted to the meeting from the Trades Council, who requested the delegates attending that body to bring before their respective constituents the necessity of doubling their contributions. The

secretary stated that the present contribution per delegate was 2s. 6d. After a short discussion it was finally decided that we should double our contributions to that body. The instruction card which has been submitted from head office for the guidance of Branch secretaries as to their duties was also read to the meeting, and the same will most assuredly receive a prominent situation in the Branch office, and not in the Branch desk. A member named Wm. Carroll, who has been laid up through sickness for some considerable time, asked to be relieved of paying his contributions during his illness. After a short discussion, and various questions having been answered by the applicant, James Smith moved he receive the eight weeks' unemployed benefit, as per rule, seconded by Mr. Barclay. As an amendment, D. Deuchar moved that his card be cleared for the period of his illness, seconded by E. Cantarge. The amendment was adopted. The question of adding two additional members to the committee who have the conducting of the festival and assembly was brought before the meeting, when two members who contributed in a large measure to the success of the previous festival and assembly were unanimously elected, viz., James Smith, treasurer, and David Fenton, fireman.

Few ships and plenty of men here.

GOOLE BRANCH.

This Branch has had stirring times this week, large numbers who were in arrears having paid up or are paying up their contributions. On two of the ships members were stubborn and refused to pay up, consequently we had to threaten extreme measures. Mr. Cathery has been stopped by one of the Goole Companies from going aboard their ships, the officer having orders to request both him and the Branch secretary to go on shore if seen aboard. We are petitioning for a Board of Trade official to be stationed at Goole, so that ships will not be sent to sea as they are at the present time, some of them loaded like sand barges. On Saturday Mr. Cathery and the Branch secretary waited on the Collector of Customs and reported a ship loaded ready for sea with the whole of her disc entirely submerged. The collector received them very courteously, and sent an examining officer to the docks to see the said ship, but, "poor man," he may as well have stayed where he was. When he got to the ship he did not know whether she was overloaded or not. In fact, the gentleman seemed to know nothing whatever about the loading of a ship. (Mr. Plimsoll, please note) We trust Mr. Plimsoll and the Labour Members will do all they possibly can to get a Board of Trade official stationed here that this overloading may be put a stop to. What is the use of the Government passing a measure unless they can afford to pay officials to see it carried out? The quicker we get our general secretary into St. Stephen's the better. It is disgraceful that in a port like Goole, where there are over 60 local boats besides strangers coming and going, there is not an official to look after overloading. I should like to say Captain Cowie, R.N., superintendent Board of Trade at Hull, does all he can to prevent this overloading, but being in Hull he cannot be at Goole every tide to see how vessels leave.

Seamen out of employment, please steer clear of Goole, as there are plenty of men out, and strangers may have to walk about weeks without getting employment.

OVERLOADING.—At Cardiff, Nov. 13, before Dr Paine and Mr. Price, magistrates, Captain Irvine, master of the steamship *Kate Forster*, was summoned for overloading. Mr. Vachell, on behalf of the Board of Trade, explained that the vessel was in the Barry Dock, and was just about to proceed to sea, when it was observed by one of the Board of Trade officers that she was overloaded 1½ in. Thomas Henry Searlock, an officer of the Board of Trade, gave evidence, saying the measurements on the starboard side showed that the freeboard was 1 ft. 11 in., and on the port side 2 ft. 2 in., which would give a submersion of the maximum winter load-line of 2½ in. These measurements the captain agreed with. Witness tested the specific gravity of the water in the basin, and found it 1021.5. Going into salt water the vessel would rise ¾ths of an inch—not more. Mr. Vaughan, on behalf of the captain, said that the overloading was purely the result of a mistake. The captain had been two nights superintending the loading of his ship, and the third night had tried to get a little sleep, leaving the vessel in charge of an officer. It was during this temporary absence of the captain that the mistake was committed. Fined £20 and costs, or, in default, two months' imprisonment.

FEDERATIONIST DEFEATS.

At Aberdeen, Nov. 13, Sheriff Hamilton-Grierson gave his decision in the action by Dennis Sullivan, fireman, against Wm. Todd Moffatt, owner of the steamship *Chunie*, for £5, with the legal interest, from Oct. 21, 1891, till payment, and with expenses, but under deduction of £1 1s. 5d. paid to account, being the amount of wages due pursuer, who declared he was engaged as a fireman, and joined the *Chunie* on Oct. 17, 1891. On Oct. 21, at Peterhead, pursuer was dismissed without just cause, and without payment of wages, contrary to the Merchant Shipping Act, 1854, which provided that seamen were not to be dismissed within a month from the date of their engagement unless fault was found to justify the discharge. Pursuer believed that the reason of his dismissal was because he had not a Federation ticket. The defence set down by defender was that pursuer was not discharged, but left voluntarily. The defender's case was based entirely upon the evidence of the master and the first engineer, and the pursuer's upon the statements of the seamen. The Sheriff decided for pursuer and reserved the question of expenses.

At Aberdeen, Sheriff Hamilton-Grierson on Nov. 17, decided the case of George Todd, fireman, Aberdeen, against George Sharp, master of the Aberdeen steamer *Spray*, a Federation boat, claiming £10 of penalty under the Merchant Shipping Act, 1854, in respect that Captain Sharp had failed to give the complainant on payment of his wages, or on his discharge from the s.s. *Spray*, a certificate of discharge in the terms prescribed by the Board of Trade. There appeared to have been a dispute between Todd and Sharp as to a day's pay, and the discharge was deposited with a person named Mathieson, representative of the Shipping Federation at Aberdeen. Mathieson had meanwhile written a letter, in which he said he had been in communication with the master of another ship with whom he understood complainant intended to ship, and that he thought it probable if the complainant did not call at his office and get his discharge the second captain would not ship him. It appeared from Mathieson's evidence that Sharp's object in giving him Todd's discharge was to prevent Todd from getting it till he had agreed to pay the day's pay which was in dispute. On payment of this Todd got the discharge. Mr. Thompson, secretary of the Aberdeen Branch of the Sailors' and Firemen's Union, which had taken up Todd's case, saying Todd acted foolishly in paying the money. Mr. James F. Kellas, local superintendent of the Mercantile Marine, said he was informed that Mr. Mathieson would not deliver up pursuer's certificate, and he advised him to hand it over to Todd. The captain of the *Spray* had no right to give the discharge to Mathieson. He advised Todd to repay the wages. The Sheriff held that there was no proof that Sharp had authorised Mathieson to write the letter referred to. It was clear to him (the Sheriff) that the captain had committed a breach of the Act. But this was the first case in which there had been any breach under this section, and so it fell to be regarded as a comparatively trifling offence. He thought justice would be done if the captain paid a penalty of 10s., with £1 17s. 6d. of expenses, failing payment three days' imprisonment. Mr. L. M. Kinnon, advocate, defender's agent, asked the Sheriff to state a case. Mr. J. S. Watt, advocate, pursuer's agent, asked the Sheriff, in terms of the 524th Section of the Merchant Shipping Act, to order the penalty to be paid to pursuer. Mr. M'Kinnon: It is a matter of indifference to me, but I move for the respondent's expenses at the first diet. Mr. Watt: I am quite willing to pay the expenses of such witnesses as were afterwards examined, and who were present at the first diet. The expenses could be fixed by the Clerk of Court. The Sheriff: I think the account should be audited upon that footing.

At Folkestone, Thomas Wood, soldier, at Shorncliffe, was charged with stealing flannel, wreckage from the *Benvenue*, at Sandgate. Prisoner said he was only doing as many others had done. Committed for trial.

THE National Lifeboat Institution has contributed £600 to the widows and orphans of the two coastguardmen who lost their lives in connection with the disaster to the Lydd lifeboat during the recent terrific gale, and a sum of £150 to the local fund for the benefit of the widow of the coastguardman who lost his life when assisting to man the Hythe lifeboat during the same gale.

HOMEWARD BOUND.

The following have been reported homeward bound since our last report:—

Aston Hall s left Marseilles Nov 11, for Liverpool
Alaska s left New York Nov 14, for Liverpool
Andean s left New Orleans Nov 14, for Liverpool
Aconcagua s left Valparaiso Nov 11, for Liverpool
Australasian s left Port Said Nov 11, for London
Annandale s left Demerara Nov 13, for London
Achilles s left Singapore Nov 14, for London
Aurora s left Charleston Nov 12, for Falmouth
Alcides, Rollo, left Montreal Nov 12, for Glasgow
Ashbourne s left Sydney, CB, Nov 6, for Leith
Argonaut, Thomson, left San Francisco Nov 12, for Channel

Amayllis s left Savannah Nov 9, for U K
Ailen Craig s left Norfolk Nov 10, for U K
Aldborough left Iquique Nov 11, for U K
Alma s left Baltimore Nov 11, for U K
Apollo s left New York Nov 14, for U K
Abington s left Savannah Nov 16, for U K
Annie Barrow s left Suez Nov 16, for Hull
Britannia s left Rio Janeiro Nov 13, for Liverpool
Brunswick s left Lisbon Nov 16, for Liverpool
Benin s left Grand Canary Nov 10, for Liverpool
Boston City s left Newport News Nov 10, for L'pool
Buena Ventura s left Norfolk Nov 12, for Liverpool
Baltimore s left Baltimore Nov 13, for Liverpool
Bendo s left Savannah Nov 14, for Liverpool
Bonny s left Lagos Nov 16, for Liverpool
Bengal s left Colombo Nov 9, for London
Bona s at Bushire Nov 13, for London
Beatrice s left Norfolk Nov 10, for U K
Blenheim s left Norfolk Nov 12, for U K
Birchfield s left Norfolk Nov 15, for U K
Bravo left Savannah Nov 10, for U K
Beeswing s left Galveston Nov 10, for U K
Blair Drummond left WCS America Nov 12, for U K
Burgemeister Petersen s left New York Nov 14, for U K

Bernicia s left New York Nov 14, for U K
Beethoven s left Baltimore Nov 15, for U K
Beaconsfield s left New York Nov 11, for Hull
Clandebove s left Newport News Nov 10, for L'pool
Chatfield s left Newport News Nov 14, for Liverpool
City of Paris s left New York Nov 11 for Liverpool
Craiglands left Portland, O, Nov 14, for Liverpool
Clan Macnab s left Marseilles Nov 13, for London
Cranford s left Suez Nov 11, for London
City of London s left Tarifa Nov 11, for London
Carthage s left Malta Nov 16, for London
Capella s left Malta Nov 14, for London
Olan Buchanan s left Perim Nov 15, for London
Cathay s left Gibraltar Nov 13, for London
City of Cambridge s left Suez Nov 15, for London
Cheshire s left Colombo Nov 11, for London
Casledale s left Suez Nov 8, for London
Clan Graham s left Macras Nov 11, for London
Olan Macintosh s left Calcutta Nov 12, for London
City of Canterbury s left Calcutta Nov 16, for L'dn
Colina s left Montreal Nov 8, for Glasgow
Circassia s left New York Nov 14, for Glasgow
Condor left Iquique Nov 7, for Channel
Calcutta s left Valparaiso Nov 8, for Channel
Cuba s left Philadelphia Nov 13, for U K
Cyprus s left Savannah Nov 13, for U K
Corona s left New Orleans Nov 13, for U K
Ceres left Charleston Nov 13, for U K
Charlois s left New York Nov 14, for U K
Croma s left New York Nov 14, for U K
Carl Burchard left Charleston Nov 15, for U K
Cynthia s left Montreal Nov 6, for Aberdeen
Caloric s left New York Nov 11, for Bristol
Congo s left Aden Nov 16, for Hull
Craiglands left Portland, O, Nov 14, for Limerick
Clyde s left St Vincent Nov 13, for Southampton
Doric s left Wellington Nov 17, for London
Dumbarton Rock left Astoria Nov 14, for Q'town
Daybreak s left Norfolk Nov 10, for U K
Duchess s left Newport News Nov 12, for U K
Dragoman s left New Orleans Nov 14, for U K
Dracena s left Montreal Nov 9, for Aberdeen
Elphinstone s left Mobile Nov 12, for Liverpool
Engineer s left New Orleans Nov 13, for Liverpool
Elmfield s left Norfolk Nov 15, for Liverpool
Egyptian Monarch s left New York Nov 13, for London

Earl of Dalhousie left San Francisco Nov 10, for Queenstown

Ethelbreda s left New York Nov 11, for U K
Elvaston s left Newport News Nov 12, for U K
Elloe s left New Orleans Nov 14, for U K
Europa s left New York Nov 14, for U K
Elbe s left New York Nov 10, for Southampton
Fairmead s left Norfolk Nov 11, for Liverpool
Falschaw s left Baltimore Nov 14, for U K
Flowergate s left Norfolk Nov 14, for U K
Frogner s left Charleston Nov 14, for U K
Germanic s left New York Nov 11, for Liverpool
Glenfield s left New Orleans Nov 11, for Liverpool

Gulf of Suez s left Coronel Nov 12, for Liverpool
Glenesk s left Suez Nov 13, for London
Gulf of Venice s left Malta Nov 17, for London
Gulf of Mexico s left Sydney Nov 14, for London
Gulf of Bothnia s left Adelaide Nov 16, for London
Golconda s left Colombo Nov 14, for London
Glenorchy s left Singapore Nov 9, for London
Grimm s left Montreal Nov 7, for Aberdeen
German s left Teneriffe Nov 14, for Southampton
Galileo s left Rio Janeiro Nov 16, for Southampton
Hispania s left Marseilles Nov 3, for Liverpool
Hampshire s left Hiogo Nov 11, for London
Hilda left Laguna Nov 6, for Channel
Haverstoe s left Newport News Nov 8, for U K
Helen s left Galveston Nov 10, for U K
Heighington s left Galveston Nov 12, for U K
Harrgate s left Savannah Nov 10, for U K
Helgoland s left New York Nov 12, for U K
Irthington s left Newport News Nov 3, for L'pool
Italy s left New York Nov 14, for Liverpool
India s left Naples Nov 15, for London
Iona s left Gibraltar Nov 11, for Aberdeen
Inflexible s left Norfolk Nov 10, for U K
Irene left Brunswick Nov 12, for U K
Inchmarlo s left New Orleans Nov 15, for U K
Juno s left Norfolk Nov 8, for Liverpool
Jessome s passed Norfolk Nov 7, for Liverpool
Kingsland s left Newport News Nov 14, for L'pool
Kaisow left Valparaiso Nov 14, for Channel
Kendals left Norfolk Nov 10, for U K
King's Cross s left New York Nov 14, for Liverpool
Liguria s left Lisbon Nov 16, for Liverpool
Locksley Hall s left Marseilles Nov 16, for L'pool
Lagos s left Sierra Leone Nov 13, for Liverpool
Lord Clive s left Philadelphia Nov 11, for L'pool
Lancastrian s left Boston Nov 12, for Liverpool
Labrador s left Montreal Nov 14, for Liverpool
Lismore Castle s left Las Palmas Nov 12, for Ldn
Lucerne s left New Orleans Nov 9, for U K
Lango s left Charleston Nov 10, for U K
La Estrella de la Manana left Savannah Nov 11, for U K

La Fiducia left Philadelphia Nov 14, for U K
Laurestina s left New York Nov 9, for Cork
Larne s left Barbadoes Nov 7, for Plymouth
Moldavia s left Suez Nov 11, for Liverpool
Mozart s left St. Vincent Nov 14, for Liverpool
Manauense s left Lisbon Nov 14, for Liverpool
Michigan s left Newport News Nov 10, for L'pool
Methley Hall s left Kurrachee Nov 15, for L'pool
Mombassa s left Malta Nov 10, for London
Minero left Cossack Nov 10, for London
Main left Trinidad Nov 7, for London
Minnesota left Bombay Nov 14, for London
Monte Video s left Quebec Nov 14, for London
Mistley Hall left San Francisco Nov 11 for Q'town
Murciano s left New Orleans Nov 13, for U K
Mercedes s left New Orleans Nov 13, for U K
Mendelssohn s left Baltimore Nov 13, for U K
Mayumbas left Galveston Nov 13, for U K
Marion s left Baltimore Nov 13, for U K
Mayfield s left Charleston Nov 14, for U K
Maltby s left Suez Nov 16, for Hull
Netherby Hall s left Suez Nov 16, for Liverpool
Nubia s left Sierra Leone Nov 14, for Liverpool
Niceto s left Norfolk Nov 11, for U K
Nord America left New York Nov 13, for U K
Newfield left Antofagasta Nov 13, for U K
Norrone s left Charleston Nov 12, for U K
Neustria s left New York Nov 14, for U K
Oroya s left Albany Nov 7, for London
Oanfa s left Nagasaki Nov 13, for London
Oriental s left Suez Nov 15, for London
Ovingham s left New York Nov 13, for U K
Orsino s left Savannah Nov 16, for U K
Pakeba s left Teneriffe Nov 14, for London
Prussian s left Boston Nov 10, for Glasgow
Paulina s left Galveston Nov 10, for U K
Pencalenick s left New York Nov 11, for U K
Plymothian s left Charleston Nov 11, for U K
Princess s left Norfolk Nov 13, for U K
Pedra s left New Orleans Nov 13, for U K
Panama s left New York Nov 14, for U K
Quirinale left Charleston Nov 16, for U K
Reumania s left Port Said Nov 15, for Liverpool
Robilla s left Suez Nov 11, for London
Ramore Head s left Perim Nov 14, for Dundee
Rydal Water s left Monte Video Nov 12, for U K
Ranmoor s left New Orleans Nov 9, for U K
Rockabil s left New Orleans Nov 11, for U K
Regent Murray left Iquique Nov 11, for U K
Rio Tinto s left Norfolk Nov 13, for U K
Rebus left Brunswick Nov 15, for U K
Strabo s left Las Palmas Nov 10, for Liverpool
Sarnia s left Quebec Nov 9, for Liverpool
Sobron s left Norfolk Nov 11, for Liverpool
Scythia s left Boston Nov 14, for Liverpool
Santanderino s left New Orleans Nov 15, for L'pool
Sargasso s left Norfolk Nov 13, for London
Strathdon s left Suez Nov 12, for London
Stockholm City s left Boston Nov 14, for London
Shannon s left King George's Sound Nov 14, for London
Santiago left Portland, O, Nov 10, for Queenstown

Sarmatian s left Montreal Nov 13, for Glasgow
State of Nebraska s left New York Nov 13, for Glasgow
State of Alabama s left Newport News Nov 10, for U K

Sodium left Philadelphia Nov 10, for U K
Salina left Philadelphia Nov 10, for U K
Strathspey s left Galveston Nov 13, for U K
Sylphide left Charleston Nov 13, for U K
South Cambria s left New York Nov 12, for U K
Serra s left New Orleans Nov 13, for U K
Strathesk s left Galveston Nov 16, for U K
Southwood s left Charleston Nov 16, for U K
Spartan s left Cape Town Nov 9, for Southampton
Senegal left San Francisco Nov 11, for Stockton-on-Tees

Treweard s left Norfolk Nov 9, for Liverpool
The Queen s left New York Nov 9, for Liverpool
Tenasserim s left Rangoon Nov 10, for Liverpool
Tersis s left Norfolk Nov 15, for Liverpool
Teelin Head s left Savannah Nov 16, for Liverpool
Telamon s left Port Said Nov 10, for London
Taroba s left Batavia Nov 16, for London
Tara s left Rockhampton Nov 12, for London
Tuskar s left New York Nov 12, for U K
Trevaylor s left Savannah Nov 13, for U K
Tancarville s left Philadelphia Nov 14, for U K
Tartar s left Cape Town Nov 11, for Southampton
Trent s left Buenos Ayres Nov 11, for Southampton
Umbria s left New York Nov 14, for Liverpool
Urbino s left New York Nov 12, for Newcastle
Victoria s left Colombo Nov 13, for London
Vulcan s left Norfolk Nov 11, for U K
Vesta left Savannah Nov 15, for U K
Werneth Hall s left Bombay Nov 14, for Liverpool
Wooloomooloo s left Malta Nov 11, for London
Wilcanie s left Suez Nov 13, for London
Walter D Walleth left Mobile Nov 11, for U K
Wennington Hall s left Suez Nov 13, for Hull
Wells City s left New York Nov 13, for Swansea
Zenobia s left St. Vincent Nov 12, for Liverpool

FILTERS ON BOARD SHIPS.—At a meeting of the Sunderland Local Marine Board, held on the 9th inst., Councillor Friend handed to the Chairman a letter from the Archdeacon of Gibraltar to the secretary of the Seamen and Firemen's Union, drawing attention to the numerous cases of dysentery, typhoid fever, and cholera which came every year into the hospital wards in the Mediterranean and elsewhere through neglect, as alleged, to provide seamen with a ship's filter. The board passed a resolution directing that a copy of the letter should be forwarded to the Board of Trade urging, on sanitary grounds, the general adoption by ship-owners of water filters on board ship for the use both of officers and men.

A SHIPWRIGHT'S INJURIES.—In the Queen's Bench Division of the High Court of Justice, London, there has been heard the case of Williams v. Day, Summers & Co., which was an appeal from a nonsuit of the County Court at Southampton in an action under the Employers' Liability Act, tried in July last. Plaintiff was employed by the defendants as a shipwright, and on Dec. 17 fell down the hatchway on board the Union Steamship Company's ship *Nubian*, then under repair at the yard at Northam. The fall inflicted terrible injuries upon him, nearly costing him his life, and he was still said to be a patient at the Royal South Hants Infirmary. At the trial Judge Leonard nonsuited the plaintiff, holding that there was no evidence to go to the jury to show the defendants or their servants were guilty of negligence. Mr. J. A. Foote moved for a rule directing the learned County Court judge to rehear the case, on the ground that there was ample evidence to go to the jury of negligence on the part of defendants' servants, the plaintiff, whose evidence had been contradicted, having sworn that the hatchway was closed in the morning when he passed it, and that it had afterwards been left open, unlighted, and unprotected, and that it was the duty of defendants' foreman to have it lighted and protected. Mr. Bullen, on behalf of the defendants, submitted there was no direct proof that the defendants' servants had opened and left open the hatchway, and there was proof that the Union Company's men were at work on the *Nubian* as well as the defendants, and therefore there was no evidence of negligence by the defendants or their servants. Mr. Justice Wills said the case must go back to be reheard, as, with due deference to the learned County Court judge, he should no more have adopted, he would not say the extravagant course, but the irregular course he had of withholding the case from the jury than he should have thought of doing any other irregular thing. There was clearly evidence to go to the jury, and it should have been left to them. The costs of this motion would be reserved.

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Literary World.—"Will be appreciated by all who go down to the sea in ships."
Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."
Star.—"Good literary matter."
Liverpool Daily Post.—"Most popular."
Glasgow Herald.—"Interesting."
Liverpool Mercury.—"The organ of the seafaring class."
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Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."
The People.—"Useful."
Liverpool Echo.—"Multiform attractions."
The Democrat.—"Useful work."
Seaboard.—"A warranty of long life."
Baillie.—"Dealing even-handed justice."
Weekly Budget.—"A career of much prosperity and usefulness."
Mercantile Marine Service Association Reporter.—"Written in true sailor style."
Scottish Leader.—"Its sails are already filled with a favouring breeze."
Men and Women of the Day.—"Enjoys an enormous circulation."
Derry Journal.—"High reputation."
Western Daily Press.—"Full of original matter."
Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."
Engineers' Gazette.—"Rapidly improving."
Northern Echo.—"Vigorously written. Doing its work well."

SAILORS' AND FIREMEN'S UNION
NOTICES.

MEMBERS ENROLLED.

WEEK ENDING NOVEMBER 14, 1891.

In these lists, F means fireman, T trimmer.

Branch.	Name.	Capacity.
BIRKENHEAD	J. R. Godfrey	AB
	C. Toby	F
	J. Slater	F
	W. Carmichael	AB
BOUNDARY STREET (Liverpool)	T. Boyle	AB
BRISTOL	W. Watson	MRS
	A. Chickey	T
	W. Clements	T
	A. J. Barnes	F
BARRY	J. Vincenzo	AB
DUBLIN	H. Messenger	AB
	J. Keating	T
DUNGEARVEN	J. Coughlan	AB
DUNDEE	J. Turpie	OS
GRAVESEND	W. Brown	AB
	J. Grem	AB
	A. Thompson	F
	J. Garvey	A

Branch.	Name.	Capacity.
GRANGEMOUTH	J. Johnson	AB
	J. Muir	F
	L. Hutchinson	OS
	F. Beuder	AB
GLASGOW	C. McIntosh	F
	A. S. Carlson	AB
	C. A. Peterson	AB
	S. Thompson	T
	R. Palmer	T
	D. McFaul	AB
	W. Winton	T
	W. Morrow	T
	P. Feeney	T
	J. Grahame	T
	T. Murray	T
	P. Kennedy	F
LIMERICK	H. Lassen	AB
	L. Johnsen	AB
	O. W. Pettersen	AB
	T. Attridge	AB
LIVERPOOL	N. McNulty	F
	H. Holden	F
	O. Poolan	F
	J. R. Grey	AB
	J. Jennson	OS
	T. Riding	AB
	D. Kennedy	F
	M. Schamon	F
	C. Hopkins	Cook
	J. S. Crowley	AB
	R. W. Brew	AB
	H. I. Barker	AB
	D. Johnson	AB
	J. O'Connell	AB
	W. Herbert	AB
PETERHEAD	E. Buchan	AB
PORTSMOUTH	J. Spencer	AB
	E. Cruise	OS
	G. Bolton	AB
	C. Guy	AB
PLYMOUTH	E. Bale	Cook
	J. Davies	AB
	S. Griffiths	AB
SUNDERLAND	G. Inkster	AB
SOUTH SHIELDS	J. Brown	F
	W. Horner	—
	W. Ellis	AB
	H. Brentz	AB
SOUTHAMPTON	J. Patteran	F
	S. Itchen	CT
TOWER HILL	S. Salet	F
	W. Poole	AB
	G. Bloomfield	AB
	S. Collins	AB
	C. H. Woodward	F
TIDAL BASIN	B. Blanchard	OS
	H. Bartlett	F
	H. Landman	F
	T. Gray	F
	J. Crunston	T
	J. Brown	T
	J. Webster	T
	T. Le Masurier	AB
	E. Schneider	AB
	J. Cotton	AB
	G. Paterson	AB
	P. Connor	T
	M. Anderson	F
	J. C. Picco	F
	R. Holmes	AB
WATERFORD	P. Fitzpatrick	AB
	A. Ferguson	F
WEST HARTLEPOOL	T. Malloy	F
	C. Colstad	OS
	A. Konig	T
	A. Lindholm	CS
	P. W. Sorenson	F
	C. Gustapson	AB
	T. J. Walford	T
	W. Millington	T
	W. Brockett	AB
	D. Phillips	T
	J. Hartley	F
	T. Allan	F
	A. G. Sansom	AB
	W. Noble	T
	M. Martin	T
	J. Sorenson	F
	W. Seymour	AB
	F. Atkinson	F
	G. Griffin	F
	H. Potter	AB
	J. Barnett	OS
	M. C. Johnson	AB
	J. Davidson	Cook
	F. Flood	T
	C. Stevenson	F
	White	AB

RECEIPTS AT HEAD OFFICE.

WEEK ENDING NOVEMBER 14, 1891.

NON-LOCALS.

	£	s.	d.
Tower Hill	8	8	0
Tidal Basin	5	4	2
Greenock	2	12	0
Belfast	1	4	0
Boole	0	3	0
Goole	1	7	6
Barry	3	11	3
	5	12	0
Grimsby	1	2	0
Barrow	0	12	6
Liverpool	2	13	0
Aberdeen	0	5	0
Leith	0	9	6
Hull	6	6	5
Burntisland	2	5	9
Bo'ness	5	0	0
Glasgow	1	2	6
Grangemouth	2	2	6
Wallsend	0	9	6
South Shields	10	13	6
Penarth	2	4	9
Goole	0	14	6
Newport	4	4	6
Montrose	0	2	0
Bristol	1	6	6
Ayr	0	3	0
Penarth	0	7	4
North Shields	2	10	9
King's Lynn	0	5	0
Rotterdam	1	11	7
Dundee	0	14	11
King's Lynn	0	2	6
West Hartlepool	1	18	6
Birkenhead	6	6	0
Green's Home	2	1	6
Grays	0	18	0
Tower Hill	1	11	0
	£88	6	5

"SEAFARING."

	£	s.	d.
Port Glasgow	1	1	8
Belfast	0	5	0
Boole	0	1	2
Grimsby	0	2	0
Barrow	0	1	4
Hull "B"	0	3	6
Aberdeen	0	6	8
Hull	3	10	0
Peterhead	0	1	6
Yarmouth	0	1	10
Grangemouth	0	1	1
Birkenhead	0	3	4
Newport	1	3	4
Amble	0	13	4
North Shields	0	5	6
King's Lynn	0	1	8
South Shields	0	6	0
Dundee	0	11	3
West Hartlepool	0	2	11
Grays	0	8	4
Tower Hill	0	2	9
	£9	14	2

PLIMSOLL LEVY.

	£	s.	d.
Grimsby	0	2	6
Hull "B"	1	1	6
Aberdeen	0	7	6
Leith	0	10	0
Hull	2	2	6
Burntisland	0	5	0
Glasgow	2	16	0
Yarmouth	0	2	0
Grangemouth	0	2	6
Tidal Basin	3	5	0
South Shields	0	17	6
Boundary Street	0	2	6
North Shields	0	15	0
Dundee	0	10	0
West Hartlepool	1	11	0
Green's Home	8	3	3
Tower Hill	0	14	0
	£23	7	9

GENERAL FUND.

	£	s.	d.
Peterhead	5	0	0
Tidal Basin	40	0	0
Goole	20	0	0
Grimsby	95	0	0
	£160	0	0

PATENT WOVEN BANNERS

GEORGE TUTILL, Artistic Banner Painter,

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manager.

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street, Dagger-lane.

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